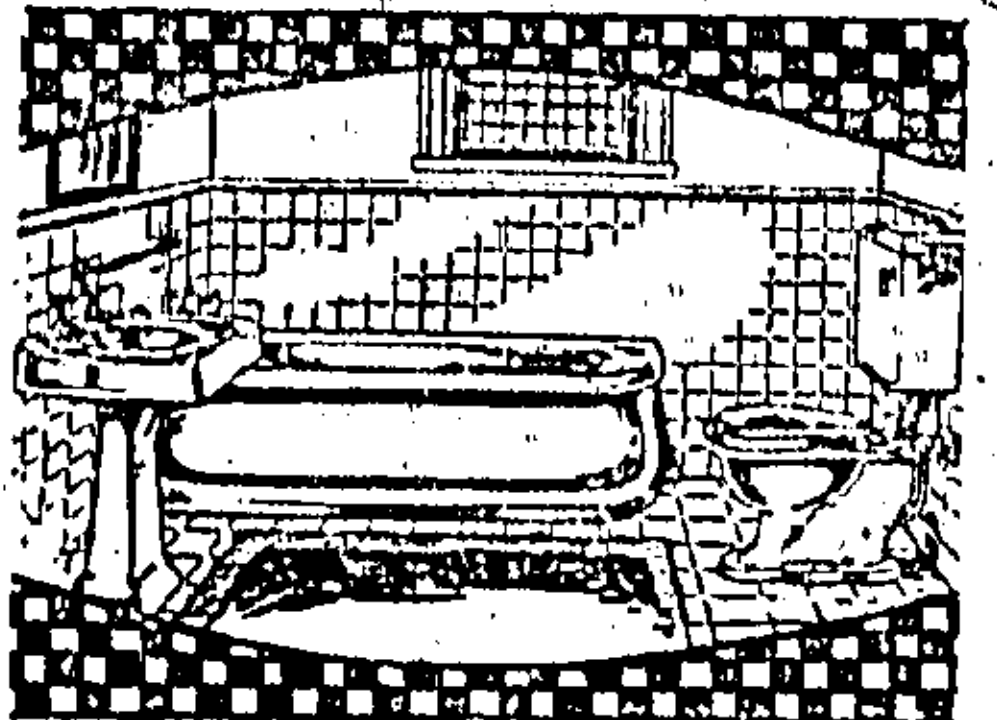


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KUOMINCHUN LOSE HEISHIKWAN.

BIG SUCCESS CLAIMED BY NANKING.

BUT CHENGCHOW IS NOW IN SERIOUS DANGER.

CLEVER REBEL RUSE.

Hankow, Nov. 1.

It is officially claimed that the troops of General Tang Song-chi have captured Heishikwan and are pushing forward towards Loyang, after capturing a thousand rifles and a large number of prisoners.

It is stated that the Tangfeng and Linyue, formerly captured by the Kuominchun, are now again in the hands of Nationalist forces.

Bandit depredations above Singangchow yesterday, resulting in the cutting of telegraph wires, prevented the Generalissimo (Marshal Chiang Kai-shek) from pursuing his journey northward, and he was consequently forced to spend the night at Singangchow.

It is stated that the bandits were quelled today by General Hsia Tzu-yin's troops and that the wires have been repaired, so that Marshal Chiang was enabled to proceed. It is believed that he is at present at Hsichow, holding a military conference.

A further 3,000 troops arrived at Hankow today, and are being sent up the Kiangnan Railway. It is understood that they are part of the anti-Kwangsi expedition recently withdrawn from Kwangtung.

Nanking Counter-Attack.

Shanghai, Nov. 1.

Big counter-attacks by Government forces at many positions near Loyang have resulted in violent encounters. The Kuominchun have responded by launching an offensive on the Nanking troops about 30 miles from Chengchow. Chengchow is again seriously threatened and would appear that unless large reinforcements come to aid the Government army the city is doomed. At the moment Chengchow is the headquarters of the Government forces and its capture would seriously jeopardise the Nanking campaign.

Kungshien Captured.

Another heavy blow was dealt when Kuominchun plain clothes troops, several thousand in number, suddenly appeared near Kungshien, a city about fifty miles to the west of Chengchow. The Kuominchun troops were disguised as famine refugees, a famine is raging in Honan at the moment and they flocked into Kungshien and Szeshuiho, which is about forty-five miles to the north-west of Chengchow. The authorities at Kungshien and Szeshuiho, admitted the supposed refugees without suspicion. They entered on Wednesday morning and in the afternoon they swooped down on the unsuspecting defenders. Both Kungshien and Szeshuiho were seized before word could be got to Chengchow for reinforcements.

Kuominchun Success.

Later in the day, a large contingent of Kuominchun uniformed troops arrived at Kungshien and both cities have since been in the hands of the Kuominchun.

General Pong Ping-hsun, one of the chief Kuominchun divisional commanders, then led a large force of Kuominchun troops from Kungshien and Szeshuiho to assault Jungyang, only thirty miles to the north-west of Chengchow.

Latest reports suggest that Chengchow is considerably perturbed by the arrival of the Kuominchun and reports of a fierce battle now in progress near Jungyang, where the Kuominchun are engaging the Central Government forces in the suburbs of the city.

Kwotien Threatened.

Meanwhile at Kwotien, which is about forty miles to the south-west of Chengchow, the Kuominchun are attacking the Nanking forces under General Wei Yih-shan. Encounters between the two armies lasted for several hours.

(Continued on Page 14.)

SENTENCE IN FALL BRIBERY TRIAL.

YEAR'S JAIL AND AMOUNT OF BRIBE AS FINE.

COURT'S CONDITIONS.

Washington, Nov. 1.

Ex-Senator Albert Fall, formerly Secretary of the Interior, who was found guilty of accepting a bribe from the oil magnate, Mr. Edward L. Doheny, after a protracted trial which ended last week, came up for judgment today.

The alleged bribe amounted to \$100,000 and it was said to have been paid in connection with the grant of the lease of an oilfield at Elk Hill in the Naval Oil Reserve.

Mr. Doheny, testifying for the defence, swore that the money was not paid as a bribe for anything. He admitted that he sent Fall \$100,000 in a "little black bag" through his son, but he declared that friendship alone prompted the gift.

To-day, Mr. Fall was sentenced to imprisonment for a year and a fine of \$100,000, the amount of the bribe.

An application for a new trial was refused.

The Court intimated that if the appeal was dropped, the sentence would be suspended as long as the physical condition of Mr. Fall remains serious. *Reuter's American Service.*

MOTOR LICENCES.

EXEMPTIONS FOR OFFICIAL VEHICLES.

Regulation 7 of the Traffic Regulations has been amended as follows:

No fee shall be payable in respect of either vehicle or driver's licence, where: (a) the vehicle belongs to the Government, the Governor, the Naval Commander-in-Chief, the General Officer Commanding the Troops, the Commodore, or the Colonial Secretary; or (b) the vehicle is ordinarily or frequently used on Government service and the owner thereof is the holder of a current certificate, signed by the Colonial Secretary, that the vehicle is so used.

AMATEUR FOOTBALL ON CONTINENT.

LONDON REPRESENTATIVE TEAMS ENGAGED.

Paris, Nov. 1.

Before a large crowd of French "soccer fans" to-day, the Paris Football League met the London League in a representative game and forced a draw, no goals being scored.

A London team was also visiting Brussels to-day, and they suffered defeat at the hands of the Brussels team by seven goals to three. *Reuter.*

BRITISH PREMIER'S RETURN.

LOOKING FIT AND WELL AFTER TOUR.

London, Nov. 1.

Mr. Ramsay MacDonald received a warm welcome when, looking fit and well, he arrived at Euston Station, London.

He drove amid loud cheers to Downing Street, where later he presided at a Cabinet meeting. After the meeting, he left for his official country residence at Chequers. *British Wireless.*

MISSING EUROPEAN.

NOT SEEN SINCE THURSDAY MORNING.

The police have received a report from Mr. Fordor, of 218, Kowloon Tong, that a European named Thornton Clough, aged 27, of the same address, has been missing since 9 a.m. on Thursday.

Nothing is known as to the cause of his absence or his whereabouts.

BRITISH AIRSHIP TRIALS.

R101 MAKES TRIP OVER SANDRINGHAM.

R100 EXPECTED TO LEAVE HANGER IN FORTNIGHT.

THE INDIAN AIR MAIL.

London, Nov. 1.

The giant British airship R101 made another successful trial flight to-day. She left her mooring mast at Cardington just before ten o'clock and Sir Samuel Hoare, the former Air Minister, was one of her passengers.

After circling for about ten minutes over Bedford, the airship made for Sandringham where she dipped gracefully to about 400 feet from the ground.

The King and Queen and their grand-daughter the little Princess Elizabeth were on the terrace.

Princess Delighted.

The crew waved to them; the King raised his hand in reply and the little Princess clapped her hands in delight.

The great airship then flew via Cromer and Norwich to Newmarket Heath where racing was in progress. She circled over the racecourse and then proceeded to Cambridge.

It had been intended to visit London but owing to a fog, the airship returned from Cambridge to Cardington and was back at her mooring mast soon after three o'clock.

The highest air speed reached during the flight was approximately seventy miles an hour.

The R100.

November 15th is mentioned as the date on which her sister airship, the R100, is likely to leave Howden in Yorkshire on her trial trip.

The R100, which should have been ready before the R101 but has experienced trouble with her engines, is of slightly different dimensions. The R100 is 709 feet long and has a gas capacity of approximately 5,000,000 cubic feet.

She is designed to carry 100 passengers in accommodation almost as luxurious as that of a modern liner.

Considerable Delay.

Had she been completed according to schedule, the R100 would have been in the air at the beginning of September, but over two months delay has been caused in one way or another, largely because of the insistence of her designer, Commander Burney, that everything about her must be perfect before she is allowed to leave her hangar.

Indian Air Mail Change.

The Postmaster General has announced that owing to damage to the Imperial Airways marine aircraft on the Mediterranean section of the England-India air mail route homeward, the Indian air mail which left Karachi on Saturday, October 26th, is being conveyed from Alexandria to Genoa by Steamship and will not reach London before Tuesday afternoon next, November 5th.

Until further notice, the air mail will be carried from Croydon on an air route via Cologne, Nuremberg, Vienna, Budapest, Belgrade, Uskub and Salonika instead of via Genoa to Athens, whence the normal route to Karachi will be followed.

The service from Karachi will follow the same route.

The scheduled times of arrival at Athens and beyond by the outward service are substantially the same as at present. *British Wireless.*

SOVIET PLANE LANDS IN NEW YORK.

DOZEN PEOPLE INJURED AS MACHINE ALIGHTS.

New York, Nov. 1.

The Land of the Soviets, a protracted flight from Moscow, landed at Curtiss Field, New York, this afternoon.

Her landing was marred by an accident. A crowd of over five thousand, many of them waving red flags, were on the ground to greet the Soviet aviators. The plane caused a scare on the ground by running towards the crowd and two persons were injured. *Reuter's American Service.*

PENSION MINUTE AMENDED.

HOW QUESTION OF "SALARY" WILL BE DETERMINED.

ALLOWANCES POINT.

The Gazette notifies that the Pension Minute is amended by the substitution of the following clause for Clause No. 12:

1. In determining "salary" for the purposes of this Minute, the salary of the substantive appointment held by the officer at the date of his death or retirement will be taken if he has held such office or an office with the same scale of salary for a period of three years immediately preceding such date; otherwise the average amount of the salary of the substantive appointments held by the officer during the three years immediately preceding his death or retirement will be taken.

2. For the purpose of calculating the amount payable under this Minute as pension or other form of retiring allowance or gratuity, but subject as mentioned in this Minute, there shall be added to the officer's salary any personal allowances equivalent to salary, but no emolument whatever: Every officer serving on or after the 17th day of September, 1928, who be-

FAMOUS TENNIS PLAYERS.

French Stars to Play in Hongkong.

ON TUESDAY AFTERNOON.

Hongkong tennis enthusiasts will be delighted to hear that the French tennis stars now in the Far East are to play in Hongkong next week.

A telegram has been received by the French Consul stating that the players are travelling to Hongkong by the Empress of France which arrives here on Monday, and that they have consented to play on the following afternoon.

The matches will take place at the Chinese Recreation Club at 2 p.m. in order to allow the visitors sufficient time to catch the S.S. Andre Lebon for Saigon at 5.30 p.m. Tickets will be on sale at the offices of the Dunlop Rubber Co. on Monday morning from 9 a.m.

SWATOW REGION PERTURBED.

COMMUNISTS CAUSING MUCH ALARM.

MAY ADVANCE TO EAST RIVER DISTRICT.

AUTHORITY WEAKER.

Swatow, Oct. 29.

The movements of the Communist force under Chu and Mo have caused considerable perturbation up country recently, and it has been necessary for General Chiang Kwong-nai to put out reassuring proclamations in Swatow.

After taking Shanghang the force, or some part of it, took the river port of Fung-shi, where all goods coming down the river have to be landed and carried three miles overland to avoid the rapids. Before the Communists arrived, the place was evacuated of its inhabitants. Fung-shi is in Fukien province, and it was believed that there would be no serious attempt to enter Kwangtung.

It is still possible that no serious attempt will be made to do so; but sufficient advance was made further down the river to cause serious alarm in Tai-po. The place was held by soldiers, and so far there is no authentic news of its fall; but the civil population in large numbers came down the river to Sam-ho-po and to Swatow.

Reinforcements Rushed.

The Swatow authorities rushed reinforcements up the river which were to meet at Sam-ho-po and thence be distributed to Tai-po and Tsiung Kheu, the latter place on the river to Kaying. In order to find sufficient reinforcements, the cadets who were engaged in rounding up a nest of bandits in the Kuyang district and the Communists in Fungshien were all withdrawn and sent post-haste up the river by Swatow and Chaochowfu, with the usual number of bearers impressed into service in Swatow.

The Swatow headquarters report that the enemy have completely cleared out of the Tai-po district, but until news comes independently from the district itself it is impossible to know how the situation stands. The fact that Tsiung-Kheu was open to them led also to considerable flight from there, and there seemed to be some threat to Kaying.

If indeed any advance into Kwangtung is contemplated, it is more likely to be towards Kaying and the East River than towards Swatow.

Life or Death.

The significance of the movements of a small force like that under Chu and Mo is perhaps not great from a national or even a provincial point of view. To the people of the districts which it terrorises, however, it means life or death, and its propaganda amongst the villages of so many districts as it now reaches is creating a large area of discontent with which any government will sooner or later have to contend. Moreover, its presence is a moral support for all the bandits of the different districts, who are becoming increasingly daring. Those of Kit-yang are reported to be having secret meetings, to which groups from a great number of bands assemble.

This is the sort of movement which the government "cannot nip in the bud may lead to revolutionary activity on a large scale. So far, however, they content themselves with kidnapping operations and with night attacks on wealthy houses.

A well-known business man of Swatow was captured this week by a ruse. His mother had just been visiting him, and after her return to the ancestral home near Kit-yang the man received a telephone message to say that she had been taken ill and to ask him to go up to see her. He went up by launch, was met presumably by a sampan and carried off. A day or two later his wife telephoned up to ask if his mother was better and heard that she had never been ill and that no-one knew of the son's supposed visit. It is still not known where he has been carried.

Authority Weakening.

Apart from the exceptional difficulties of carrying on the government in the districts at present, the type of magistrature appointed.

(Continued on Page 14.)

Bulls and Innors

From the Office Butts.

All this talk about the low dollar reminds us that next week Hongkong cricketers will try to keep the Shanghai tail down.

Mr. Luz overcame the handicap of his name in the lawn bowls final.

It's been computed that there must be a thousand golfers in Hongkong. A novice says they all seem to be on the first tee when he drives off.

The only thing to which most Aberdonians will subscribe is their own opinions.

Women don't like being held up as shining examples these days. Hence the powder-puff.

A Wanchai resident complains that his cook-boy makes heavy pastry. Weigh down yeast!

The only tooth we know of that didn't hurt when it was extracted was the tusk of a mammoth dug up in New Zealand.

Some of those folk who dream of the low dollar bringing prosperity to the Colony will wake up when next month's bills come in.

This show on the Praya reminds us that some lads in Hongkong can do quite a lot of high-flying without the aid of a bicycle.

The other day we met an Aberdonian who knew a joke but folk in Hongkong are listening as wouldn't tell it because it might give somebody a laugh.

Marriages, says a disillusioned Benedict, may be made in heaven, but the devil runs the sales department.

Although everyone knows it's bad for children, everyone wants his to be born rich.

Winter is coming. The ladies have stopped wearing fur neck-pieces and are taking up bend necklaces.

The Jews in America are now making a fuss over the Walling Wall Street.

Hongkong need not remain poor. As we see it, if everyone buys something he doesn't need for a dollar, everyone will be rich.

A Shanghai newspaper heading regarding the rumours about our Cadets says:—"Hongkong Fears Changes in Colonial Administration." But is "fears" quite the right word?

The Week's Puzzle:—Why doesn't the law of gravity keep prices down?

"Expert in cough medicines for sale," says a Canton advertisement. This trafficking in human beings is terrible.

Plus fours aren't much use to men minus good legs.

We read that there were 58 slight earthquakes in Hawaii on one day recently. No wonder those Hula girls wiggle so.

It looks as if the time has come when pedestrians will have to take steps to protect their lives.

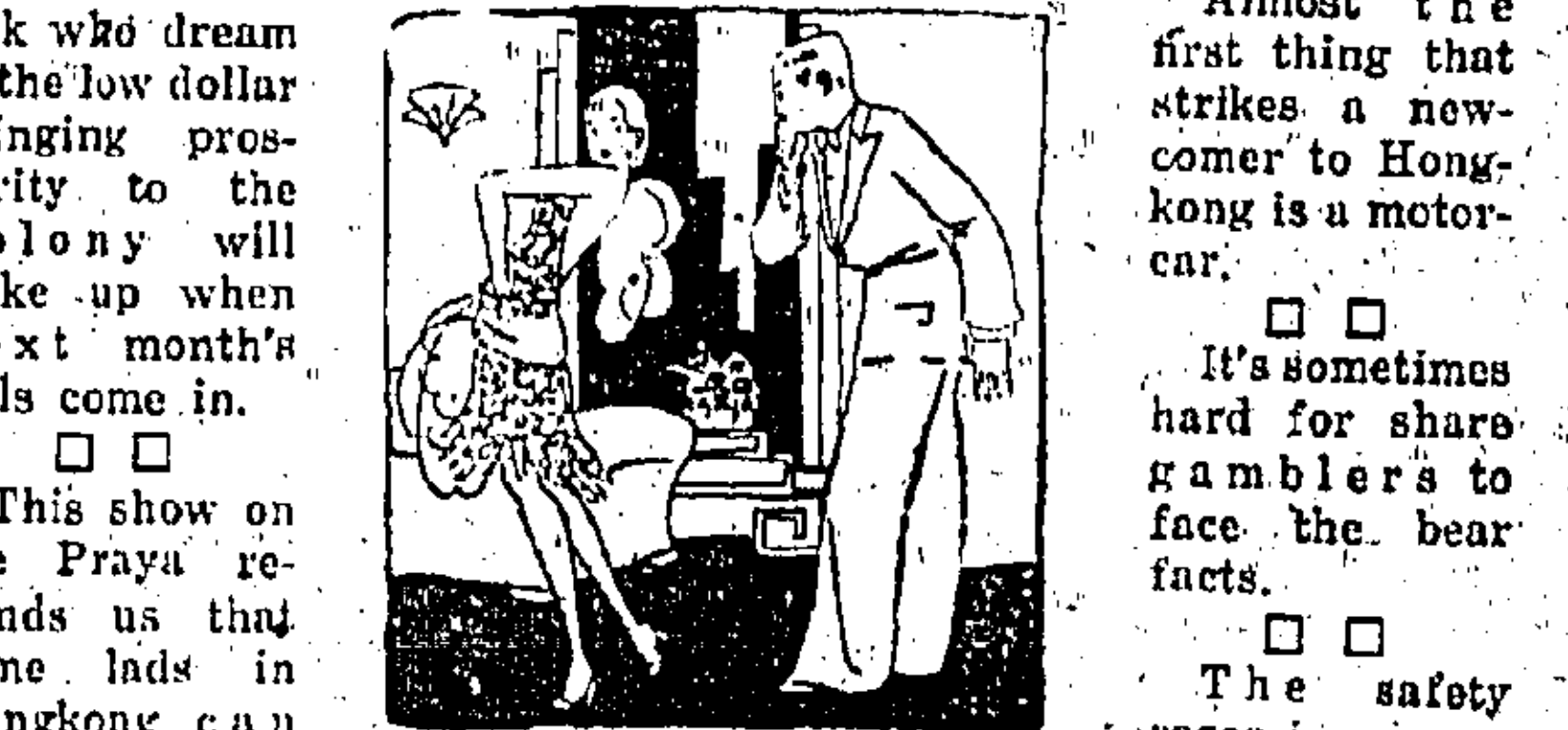
A London paper says a great your woman are taking up law nowadays. Many more, however, continue to lay it down.

Hint to Pedestrians:—If you cross the street casually, you may become a casualty.

Edison is still searching for a ladies' rubber substitute. Hasn't he ever heard of a boarding-house?

Perhaps the reason why Charlie Chaplin hasn't appeared in the "talkies" is that he's too funny for words.

A heading we may yet live to read:—"Plane Plunges Into Webs Have No Commercial Value." Pankapora; Vaughan Fowler Says A. bit too heavy for feminine apparel.



"I declare, Helen, your dress barely covers your body!"
"Well, what's the matter with my body?"

Almost the first thing that strikes a newcomer to Hongkong is a motor-car.

It's sometimes hard for share gamblers to face the bear facts.

The safety razor is responsible for some of the well-cut features we see these days.

Judging from the criticism, some folk in Hongkong are listening as wouldn't tell it because it might give somebody a laugh.

Bad news:—Some of these film sub-title readers in Hongkong will soon be out of employment.

Nature note:—Bowler hats may be seen in our streets within the next fortnight.

A stray bat from the belfry:—"How does a plane land on water?"

The most unpopular individual in America to-day is the man who used to give advice to investors.

There is no truth in the story that Cadets may wear cricket shirts all next week.

Sir Robert Ho Tung recently mentioned that China has not yet repudiated any of her debts, which reminds us that we lent an unrepudiated fifty dollars to a man twenty-five years ago.

That famous dispute does not seem to be Kuling down.

Some impressions of Hongkong are fleeting. Others are fixed.

Judging from recent news cables, these professional boxers and promoters can no longer stand the suspense.

A fruit and vegetable market costing \$300,000 has been opened in London this week. This should help people to become acquainted with their onions.

The trouble with lots of Hongkong anglers is that they never know when to draw the line.

"Paterfamilias"—One advancing about sending your boy to a good school is that you'll always have somebody around to correct your grammar.

The suggestion is being put forward that the evening dress collar was invented by a blacksmith. It was all right for him. He had large and sinewy hands.

The way these diets for the husband work out is that the husband usually loses about 24 pounds.

A London paper says women are in the crowding men out of the arch-tectural profession. Designing for words.

A magazine writer says spiders read:—"Plane Plunges Into Webs Have No Commercial Value." Pankapora; Vaughan Fowler Says A. bit too heavy for feminine apparel.

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EASMA ACTIVITIES.

LOSS OF \$969 ON LAST YEAR'S WORKING.

The report of the Committee of the Ex-Active Service Men's Association for the year ended August 31, has just been circulated to members. The annual meeting takes place at the Club rooms on Thursday next at 6.30 p.m. The report states:

The total membership now stands at 316. During the year 38 new members joined the Association and 10 resignations were received.

Your Committee sincerely regret to report the deaths of Mr. J. A. Gordon "Lusk," M.C., a former Chairman, Capt. B. A. Thomson, a life member, Commander B. J. Littlejohn, R.N., and Mr. J. F. Hancock.

Your Committee regret to record the resignation of our Patron, Major-General C. C. Luard, C.B., C.M.G., on his departure from the Colony. General Luard invariably showed keen interest in the affairs of the Association. His Excellency Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., has kindly consented to fill the vacant office.

During the course of the year, Messrs. H. J. Pearce, M.C., and N. V. A. Crutcher, resigned from the Committee, on leaving the Colony on Home Leave. Mr. G. Rankin was co-opted to fill one of the vacancies.

Finance.

Your Committee have to report a loss of \$969.61 on the year's working, as against a loss last year of \$884. Sales in the Bar have decreased by \$3,151.71 with a consequent decrease in Bar profits. Your Committee have effected a considerable economy in working expenses but the new Committee will have to consider further economies in order to place the Club on a satisfactory financial basis. The sum of \$113.70 standing to the credit of Entertainment Account represents the profit made on the Annual Dinner.

Cash Sweep.

It was only found possible to organise one Cash Sweep during the year as against three during the previous year, and the Association's working account suffers accordingly.

Armistice Day, 1928.

There was a large muster of ex-service men at the Cenotaph ceremony, and your Committee trust that every member will endeavour to attend on the forthcoming occasion. The Association's annual dinner proved as successful and enjoyable as ever. Mr. T. T. Laidlaw, D.S.C., presided, and the Officer Administering the Government again honoured us by his presence. Your Committee desire to bring to the notice of members that at the forthcoming dinner, the British Legion will be associated as joint hosts with ourselves, and that all ex-service men are invited to attend, whether they belong to either of the organisations or not.

The Late Marshal Foch.

On the occasion of the Memorial Service at the Roman Catholic Cathedral to the late Marshal Foch, Capt. T. T. Laidlaw, D.S.C., represented the Association, and many other members were also present. Prior to this an appropriate wreath was placed upon the Cenotaph.

Duke of Gloucester's Visit.

Members of this Association, together with those of the British Legion attended in large numbers to welcome the Duke of Gloucester on his arrival in the Colony.

British Empire Service League.

A proposal that the Association should become affiliated with the British Empire Service League received the earnest consideration of your Committee. It was resolved, however, that the matter should be deferred until the Association was on a sounder basis financially.

Bathing Beach.

Despite the hopes entertained as a result of Major-General Luard's

HANWORTH FLYING CLUB.

RESULTS OF FIRST TWO WEEKS OF WORK.

Mr. R. Vaughan Fowler, manager of the Far Eastern Aviation Company, sends the following interesting account of the work of the National Flying Services, Ltd., of Great Britain, showing the results of the first two weeks work at the Hanworth Club, which exceeded the most hopeful expectations.

The routine of flying instruction began immediately after the opening on August 31st and so keen were the members and so well had the preliminary organisation been carried out that instructors and machines got to work at full pressure from the first almost without a hitch. The only real difficulty experienced was the shortage of aircraft to cope with the demands of members to begin flying. A fleet of 20 or more machines would have been none too many. In spite of the lateness of the season, no less than 100 of the flying members of the club have actually begun their course of instruction, and the ten machines available have been kept continuously busy from morning until sunset. In the first two weeks, 17 members were sent up solo, nine of whom qualified for their "A" licences.

Altogether, 308 hours of flying were done during the first fifteen days of operation, with an average of eight machines lining up for service each day.

The first *ad initio* member, Miss Sale-Barker, excepted, was Dr. Pett. He is 45 years of age and his performance in the air is a complete reply to the "too old to fly at 40" myth. Another member of the same age, who is now taking instruction is Mr. Eggar, who is the Government Advocate of Burma, and is qualifying as a pilot with the intention of establishing a Burmese flying club on his return to the East later in the year.

Besides instructional flying, a total distance little short of 4,000 miles was flown in air-taxi operations. The result is regarded as distinctly promising in view of the fact that no particular effort was made to secure business, as the air taxi service is not yet equipped with the two-passenger Desoutter cabin-monoplanes which will be employed as the standard taxi machine of National Flying Services Ltd.

A number of members are living at the Clubhouse and are putting in some two or three hours of flying a day. The Clubhouse is functioning with great success. Altogether, a total of 985 meals were provided for members in the fortnight following the opening day.

The levelling and rolling of the South Aerodrome is nearly complete. The Club hangar and petrol station on the South side of the Clubhouse are ready for service, and as soon as the small amount of levelling work remaining to be done is finished, the South aerodrome will be taken into use for Club flying, so leaving the North aerodrome entirely free for the development of commercial operations.

sympathetic remarks at the annual dinner, the Military authorities were again unable to see their way to allow the Association to resume the use of the Easma bathing bench at Stonecutters. Your Committee regret that in consequence they were unable to provide recreational facilities for members and their families.

Relief.

The Association were glad to be able to assist certain cases of ex-service men in difficulties.

Your Committee would like to take this opportunity of thanking the British Legion for their generous co-operation with the Association, whenever such cases were brought to its notice. A sum of \$510.00 and £2. 16s. was collected by the Association in aid of the Fund for Distressed Miners and their Families in Great Britain.

Fire Appliance.

The Association are indebted to a member of the Committee for the

ROBBERY CHARGE.

DEFENCE TO SUBMIT NO CASE TO ANSWER.

At the resumption, before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday afternoon, of the trial of three men on charges of robbery on a salt junk and of kidnapping the crew at Sa Ku Chau in 1927, it was intimated that there was a possibility of the case being dismissed at the end of the next hearing.

Mr. Horace Lo is appearing for the three defendants, and closely questioned the master of the junk who gave evidence on the first day. The witness said that he knew it was an offence to take salt into Chinese Territory but said that he was not responsible for the delivery of the cargo on the day in question.

Referring to the period he was in captivity the witness said that he was in the pirates' lair for twenty days and was ordered to do the cooking while the other men were variously engaged, some carrying stones from the fore-shore to the village.

Questioned as regards attempts to escape from the alleged robbers, the witness said that they could not overpower the pirates although they had the advantage of numbers. He said that they were not armed, whereas the pirates had revolvers and Mausers. They were only allowed their liberty during the day when they were closely guarded. At nights they were always tied up.

Answering a further question, the witness pointed out that against their chances of escapes was the fact that the open sea lay in front of them while strange land was behind them.

A foki of the junk was called and, after describing their departure from Cheung Chau, he went on to speak of the alleged robbery. On landing at Ko Lai he was made to work and later confined in the hold of the boat. He never after that period saw any of the other members of the crew.

At this stage his Worship suggested adjourning.

Mr. Lo, in reply to his Worship, intimated that his cross-examination of the witness would be rather lengthy and asked for an early date to be fixed. He remarked that after he had questioned the witness he would submit to his Worship that there was no case to answer.

His Worship remarked that he thought it was a waste of time but added that they had not, of course, completed the evidence of the foki.

Mr. Lo replied that after his Worship had heard what the witness had to say he would be in a position to decide whether there was a *prima facie* case as the master and the foki in the box were the chief witnesses for the Crown, the others all being formal.

Detective Sub-Inspector Dorling, who prosecuted, agreed that, in fairness to the defendants, the case should be continued at an early date.

His Worship remanded the defendants until this morning.

gift of two rope fire-escapes. It is sincerely hoped, however, that it will not be necessary to test their utility.

Billiards.

The Billiard Table was entirely re-covered under the superintendence of the Billiards Sub-Committee, to whom the Association are duly grateful.

Appreciation.

The thanks of the Association are again tendered to the Honorary Solicitors, Messrs. Deacons, whose advice and assistance has proved invaluable; and also to our Honorary Auditors, Messrs. Lindsay and Davis.

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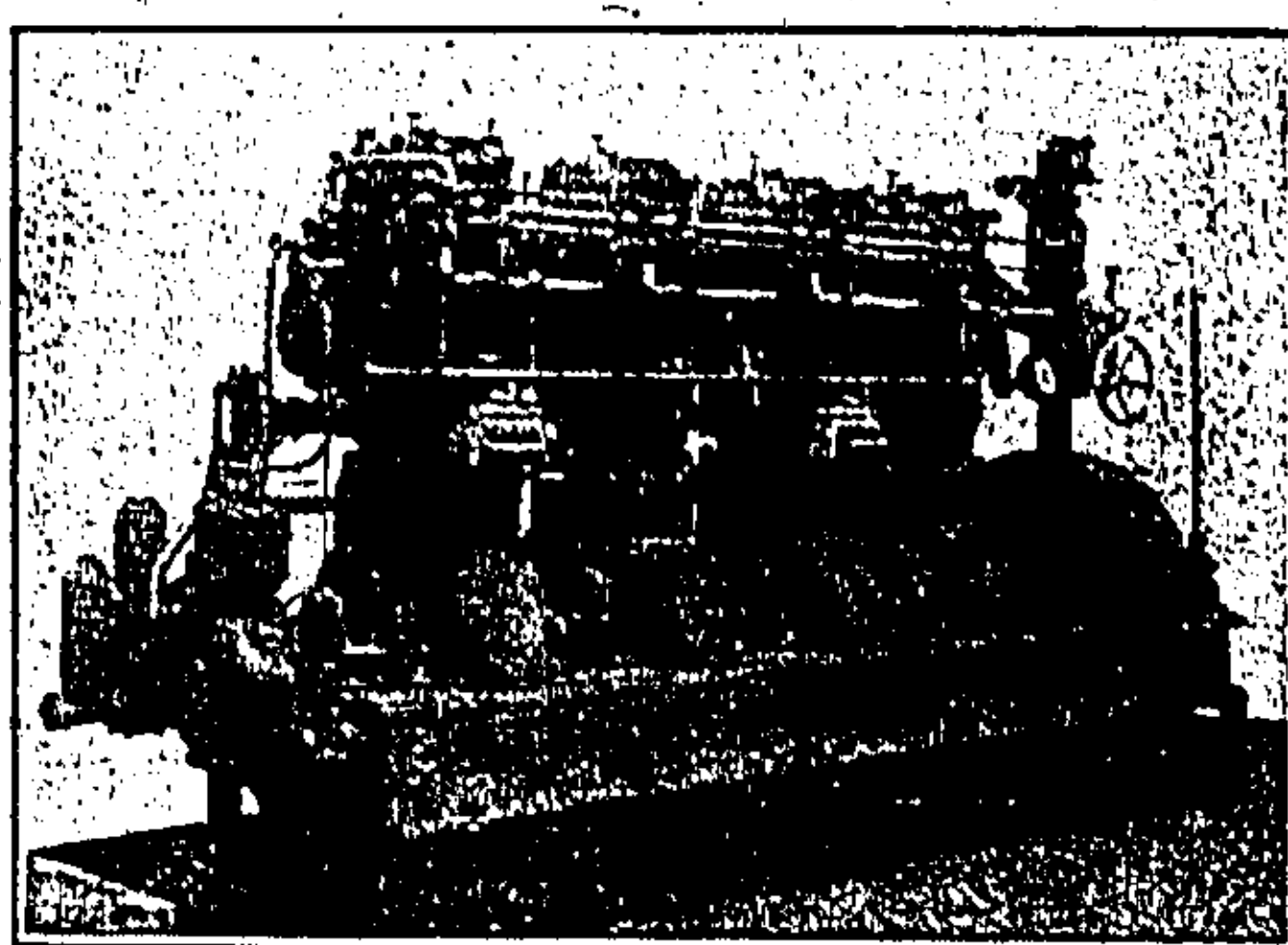
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Variable Speed Governor—range from 0.3 to full speed.

Steady running, at the slowest speed, without load, immediately after starting.

Forced Lubrication System fitted with oil cooler.

Direct Reversing controlled by one hand wheel.

Fuel Consumption 0.4 lb. per B.H.P. hour.

DODWELL & Co., Ltd.

SOLE AGENTS FOR CHINA AND HONGKONG.
Queen's Buildings. Hongkong.

Certain relief for sufferers of INDIGESTION

with

3 Tablets of



Magnesium Perhydrol

"MERCK"

Relieves the distressing symptoms of nausea, heartburn, flatulence, and all other stomach troubles. Your doctor recommends it.

From all chemists and stores in powder and tablets.

THE NAVY'S CHOICE

Coates
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

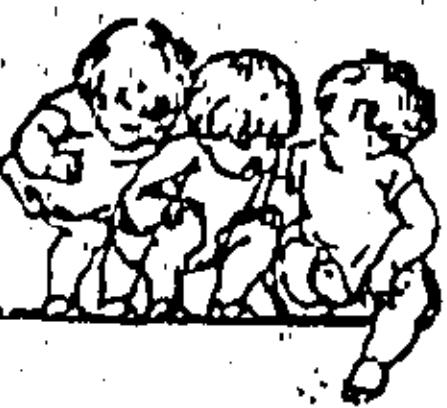
EVERYWHERE.



Heat or cold —

they need "SCOTT'S"

SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.



SALESMAN SAM



How It Happened

By Small

GENERAL ELECTRIC ALL-STEEL REFRIGERATOR

"Makes it safe to be hungry!"

We invite
comparison
with all others

...an hermetically sealed, dust proof mechanism.
...an easily accessible temperature control.
...a mechanism that requires no oiling.
...all troublesome machinery eliminated.
...a new standard of quiet operation
...mounted on legs with broom-room underneath.
...no installation problem whatever.
...a sanitary, porcelain chilling chamber.
...the entire mechanism mounted on top.
...absolutely no radio interference.
...maximum food storage space in the cabinet.
...an appreciably lower cost of operation.
...a radically improved type of cabinet.
...an unqualified two-year guarantee.

GENERAL ELECTRIC
ALL-STEEL REFRIGERATOR

A small down payment places one in your home.

On View at

Hongkong Electric Co. Ltd.
General Electric Co. (China) Ltd.
Wm. C. Jack & Co. Ltd.
ANDERSEN, MEYER & CO. LTD.
David House

Messrs. KOMOR & KOMOR'S AUTUMN EXHIBITION

of
WATER COLOURS AND OIL PAINTINGS.

PICTURES

by the foremost Artists of Japan
will be open from 9 a.m. to 5 p.m.

for
10 DAYS ONLY

Prices running from 2 Dollars upwards

The most suitable Wedding
or Xmas Presents

Come early to have first choice!

KOMOR & KOMOR

Art and Curio Experts
St. George's Building
Corner of Chater Road and Ice House St.



WATCH YOUR THROAT THIS WINTER!
Don't take risks. The
antiseptic vapours liberated by Evans'
Pastilles quickly kill the germs that lurk in the
obscure byways of the nose, throat and chest,
soothing the affected parts. Doctors strongly
recommend them.

EVANS'
ANTISEPTIC THROAT
Pastilles

Made in England to the formula of the Liverpool
Throat Hospital and sold by Chemists everywhere.

For the Best
LOCAL VIEWS
and
PORTRAIT PHOTOGRAPHS
Go To
MEE CHEUNG

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

CHARGES OF FRAUD DISMISSED.

PARTNER IN CHINESE FIRM
ACQUITTED.

Expressing himself satisfied that the prosecution had failed to make out a *prima facie* case, the charges of embezzlement of capital funds and the forgery of a Chinese borrowing note, preferred by Wong Sook-to, partner in the Wing Hin firm against Yau Ka-wai, a fellow partner, were yesterday dismissed by Mr. A. M. G. H. Grantham, at the Central Magistracy.

Mr. E. S. C. Brooks, who prosecuted, at yesterday's hearing declared that the *South China Morning Post* had published a full report of the accusations made by counsel for the defence concerning alleged misappropriations of the company's monies by the complainant, yet, he said, had ignored in their subsequent report, Mr. Jenkin's withdrawals of those accusations.

Both Mr. Grantham and Mr. Jenkin said they were unaware that such accusations were ever made.

Addressing his Worship, Mr. Brooks said that in the paper on Thursday morning there appeared a very full account of his friend's cross-examination of the complainant, and much had been made of the point that his client, had misappropriated funds, but there had been no publication of the fact that his friend later withdrew those accusations, and he would like his Worship to ask the Press to make a note of this. Anyone reading the paragraph would naturally assume that the complainant had been appropriating funds for his own use.

Mr. Grantham:—Which part of the report are you complaining about?

Mr. Brooks:—I don't complain of any particular item, but of the whole tone of it. The headings themselves are suggestive.

Mr. Grantham:—Are you complaining that the report is inaccurate?

Mr. Brooks:—No. It is a perfectly accurate report, but the point is that my friend withdrew all of his accusations against my client, and that did not appear in the press this morning.

Mr. F. C. Jenkin:—I did not know I withdrew anything. I did not know that I even made any accusations.

His Worship pointed out that the complainant admitted that he had taken money for himself.

Mr. Brooks replied that was true, but they were only two small amounts, and not the whole amount like the defence had suggested. He was surprised that his friend did not remember withdrawing the accusations.

Mr. Grantham:—The word "misappropriation" was not used. The first time I heard it was in your (Mr. Brooks') re-examination.

Mr. Brooks:—The word was used. I must be emphatic about that.

Mr. Grantham:—What exactly are you complaining of?

Mr. Brooks:—My point is that anyone reading the report would think that my client had misappropriated monies. Yesterday, my friend withdrew those accusations.

Mr. Jenkin:—Honestly I have no recollection.

Mr. Brooks:—I am astonished. It was because you stated it that I did not re-examine my client on it. My friend got up and said, "I withdraw that."

Mr. Grantham:—I don't remember it. I have no record in my notes of it here.

Two Points.

Continuing to address the magistrate, Mr. Brooks said, there were only two points he wished to re-examine his client on, and to bring before his Worship. He wished to clear up the point as to whether the three documents in exhibit No. 3, which were mentioned in the previous day's cross-examination, had anything or nothing to do with the case.

Mr. Jenkin:—Your client stated there was no importance in those papers. Are you not satisfied with that?

Mr. Brooks:—No I am not.

Mr. Brooks then asked complainant if he had anything to say with regard to the first item in the exhibit No. 3, and witness replied that the entry was identical with that on one of the papers which had been torn out.

Mr. Brooks:—And each item here is identical with one that appears in the book now?—Yes.

Following upon further re-examination concerning items and entries in certain of the books, Mr. Grantham asked Mr. Brooks if he was quite satisfied that he was going to make out a case.

Mr. Brooks:—Most certainly I am.

Mr. Grantham:—I just wanted to know if you are satisfied.

Mr. Brooks said he would have much to say when it came to the defence.

Mr. Jenkin:—You must make out your case before we come to the defence.

Mr. Brooks:—Oh, I know that.

More Witnesses.

Mr. Grantham asked how many more witnesses the prosecution pro-

posed to call, and Mr. Brooks replied there were two more, but if he took it that his friend had withdrawn his accusation that his client and his son acted in collusion to withdraw monies from the firm, he would only have to call one other witness.

Mr. Jenkin:—Well, then, let's shake hands and withdraw all accusations. I mean yours as well.

Mr. Brooks:—Oh dear not! Mr. Grantham:—Yesterday you did not deny that a certain amount was withdrawn by your client and his son.

Mr. Brooks:—Yes. One or two small amounts. The suggestion yesterday was that all the sums were drawn through Wong Sum, the son.

Mr. Jenkin:—I kept telling the complainant yesterday that I was making no charges against him.

Mr. Brooks:—You accused him that he had forced the defendant to retire from the business, that he had brought the firm to the verge of bankruptcy, and that he had taken from the till \$10,000. You also used the word misappropriation.

Mr. Grantham:—I have no note or recollection of the word "misappropriation." Did you use it Mr. Jenkin?

Mr. Jenkin:—I won't deny I did use it, because I might have done.

Mr. Brooks said if his friend was willing to withdraw those accusations he would have no need to call Wong Lum, but if not, he would call him to prove there was no misappropriation.

Accountant Called.

Wong Lum was then called, and he said he was accountant in the Wing Hin firm from June, 1926, until February this year. During that time the complainant made certain drawings through him, and he kept a record of those payments. Everything that was drawn was known to the partners.

Mr. Jenkin:—These records did not appear in the books of the firm or the balance sheet?—No. They were known to everybody and were on mere paper.

After the calling of the police officer who stated that he charged and cautioned the defendant, who replied in a written statement that he did not embezzle nor did he alter the cash book, the case for the prosecution closed.

Mr. Jenkin in submitting that he had no case to answer, said that if the defendant was sent before a jury, they would stop the case half way through the cross-examination of the complainant. The fact that the complainant was supplanted as managing partner by the defendant under the circumstances which emerged in the early part of his cross-examination, must raise in the minds of any tribunal queries as to the bona fides of the prosecution. He submitted that the reason for the complainant taking the action he had was out of pure revenge.

In none of the counts had the prosecution made out a *prima facie* case, contended Mr. Jenkin, and they had failed to prove either fraud or forgery.

Mr. Brooks said that it was very difficult trying to convince his Worship that he had a case if he had already made up his mind on the point. Unfortunately during the long cross-examination the main point of the case had been rather lost. The real point was that defendant and his brother-in-law issued writs and brought an action against the firm for \$11,000, and swore that the amount stated was correct. Now, however, they had had evidence that it was incorrect, and that the defendant knew it was an incorrect amount for which he obtained judgment in the Supreme Court. It was a most serious thing, and he felt sure that if it came before the Chief Justice, he would take a most serious view of it.

They had it in the books submitted that the total amount deposited to the defendant's brother-in-law up to the end of 1928 was \$8,800, and yet he brought a writ to the Supreme Court for \$11,000. He submitted it was a serious thing, and that the defendant should at least make some explanation of his extraordinary actions.

Magistrate's Decision.

Mr. Grantham, in making known his decision, said that because a partner used a chop when, according to the rules of a business, he should not do so, did not constitute forgery. To exceed his authority to use a chop was not forgery. The prosecution had got to prove intention to defraud.

The chief complaint of the prosecution was that the defendant did not transfer certain figures from the outer counter book into the inner counter book. Even if the defendant did not adopt this one and only true method, it did not constitute fraud, because the figures were in the outer counter book for all to see. The defendant could adopt what form of book-keeping he liked, so long as it was honest. No sane man would bring up a charge of forgery on such a point, and if the thing was not serious, it would be laughable.

With regard to the taking over of the shares, the complainant admitted he did not say that the entries were forgeries, but simply that they were not entered in the

ELITE STYLES

THE LITTLE STORE IN THE A.P.C. BUILDING
ANNOUNCES THE ARRIVAL

OF A WIDE SELECTION OF
NEW GOODS

INCLUDING—

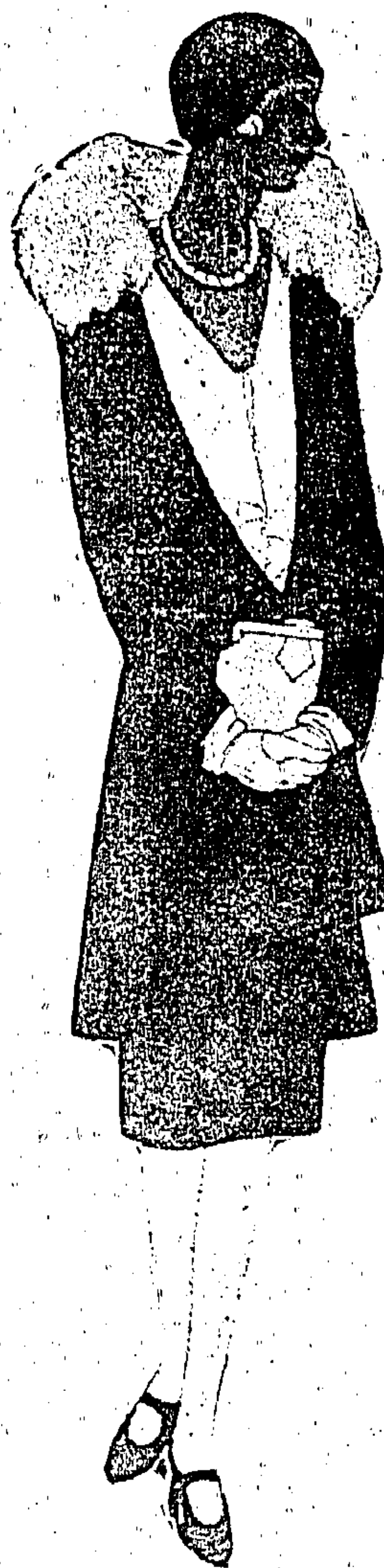
HAND-BAGS
DAINTY FELT HATS
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FUR CUFFS AND COLLARS
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3-Piece Woollen Suits

EVENING WEAR FLOWERS
and many other novelties.

THE STORE FOR RELIABLE
GOODS AT REASONABLE PRICES.



It's
BETTER

to buy

**CAPSTAN
CIGARETTES**

This advertisement is issued by the British American Tobacco Co. (China) Ltd. EB-937

proper form. Surely the complainant was hardly the sort of man to make remarks about the way other people should keep accounts? The defendant was managing partner and he could keep the accounts which way he liked, so long as they were done honestly. It was for the prosecution to prove positively that there had been intent to defraud. There was no onus on the defence. They could sit back and fold their arms, for it was for the prosecution to make out a *prima facie* case, and he did not think they had done that. All the charges would therefore be dismissed.

TO-DAY'S WANTS

25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:—

295, 300, 301, 305, 306, 315, 344, 363, 371,
374, 376, 381, 385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476, 486, 505, 512,
546, 547, 556, 557, 562, 565, 566.

FOR SALE.

Offers Invited For
DESIRABLE RESIDENCE
in Peak District
(near Motor Road).
Furnished or unfurnished; Mod-
ern Sanitation; Four Large
Rooms with Enclosed Verandahs;
Two Bathrooms, Pantry, Drying
Room, etc., etc.
Write:—Box No. 584, care of
"Hongkong Telegraph."

FOR SALE.—Offers wanted for
4,000 lineal feet of 6 inch Galvaniz-
ed Steel Piping (Steward & Lloyd
manufacture) lying at Sham
Chong, New Territories. Write to
Mr. H. S. Rouse, P. W. Dept.

MASSEI R. R. HINDZU
ASSHUSE - HONDA.
ASSELSSE KASAKI.
Recommended for many years by Owners
and Civil Hospital, Peak Hospital, etc., and
by all the local doctors.
No. 24, Wyndham Street, Tel. C. 4646.

"PEAK MANSIONS."

SITUATED within Two Minutes'
Walk from the Tram Station and
overlooking the Southern Side of the
Island. Ready for Occupation.
Five-Roomed and Six-Roomed
APARTMENTS.
with all Modern Conveniences, Drying
Rooms and Out-houses, Two lifts.
Apply to—
CREDIT FONCIER
D'EXTREME-ORIENT.

PREMISES TO LET.

TO LET.—A flat of 5 rooms, 3
bathrooms kitchen, servants quar-
ters, flush; Mid level near bus
route. Please write Box No. 571,
care of "Hongkong Telegraph."

TO LET.—Office Rooms, Hong-
kong and Shanghai Bank Build-
ing. Apply to Sang Kee, same
Building.

TO LET.

Situated within 5 minutes drive
from Repulse Bay.

A Large
EUROPEAN HOUSE
with 13 breezy rooms with all
modern conveniences. Excellent
Views from Verandahs, with open
air Swimming pool, Garage and
Tennis Court attached. Ready for
Occupation.
Apply to—
SANG KEE.
Hongkong Bank Building.

MRS. SEKAI
MASSAGE

6, Wyndham Street, 1st floor,
Hongkong.

STAR THEATRE

BOOK YOUR SEATS

for

RUTH
VAN
VALEY
REVUE

THE SHOW OF SHOWS

COMMENCING

Monday, November 4th.

NOTE: MISS RUTH VAN VALEY
WILL POSITIVELY APPEAR.

Booking at Moutrie's and Star. Prices \$3, \$2, & \$1.

NO GIFT MORE APPROPRIATE THAN
CHINA TEA FROM CHINA

Send Your Friends China Tea for Christmas.

PRODUCED BY

THE CHINA TEA CO.

ESTABLISHED OVER 60 YEARS.

Make your selection from the following varieties of
Keemun Tea, each packed in quantity, painted boxes.
PRICES INCLUDE POSTAGE AND ALL CHARGES.

10 LB. BOX Painted Wooden Box	5 LB. BOX Painted Wooden Box	3 LB. BOX Painted Wooden Box
(1) Keemun Black Tea \$25.00	(1) Keemun Black Tea \$12.00	(1) Keemun Black Tea \$8.40
(2) " " " " \$20.00	(2) " " " " \$10.00	(2) " " " " \$7.00
(3) " " " " \$17.00	(3) " " " " \$9.00	(3) " " " " \$6.00
(4) " " " " \$15.00	(4) " " " " \$8.00	(4) " " " " \$5.00
(5) " " " " \$13.00	(5) " " " " \$7.00	(5) " " " " \$4.00
(6) " " " " \$12.00	(6) " " " " \$6.00	(6) " " " " \$3.50
(7) " " " " \$11.00	(7) " " " " \$5.00	
(8) " " " " \$10.00	(8) " " " " \$4.00	

The numbers given above represent the various quali-
ties. Send us the addresses to which you desire us to
send the Tea, and your friend will receive your
gift at Christmas.

ALL CHARGES PAID.

THE CHINA TEA CO.

DAVID, HOUSE, 1B, POTTINGER ST. HONGKONG.

TEL. C. 4697.

Also Chief Agents for Chung Wah Tea Co., Shanghai.

CHURCH NOTICES.

For the Twenty-third
Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hong Kong.
November 3rd 1929. Twenty-
third Sunday after Trinity.
Holy Communion, 8 a.m. Holy
Communion at Peak Church,
8 a.m. Military Service,
9.30 a.m. Children's Service,
10 a.m. Sunday School at Peak
School, 10 a.m. Matins and
Celebration with Thanksgiving
of the Sixtieth Birthday of the
Diocesan Boys' School, 11 a.m.
Preacher: The Rev. W. T.
Featherstone, Headmaster,
Diocesan Boys' School. Holy
Communion, 12 noon. Evensong,
6 p.m. Preacher: The Dean.
Social Evening in Cathedral Hall
after Evensong.

Union Church, Kennedy Road,
3rd November, 1929. Sunday
Schools, Kennedy Road, 10 a.m.
Taikoo, 3 p.m. Morning Ser-
vice, 11 a.m. Preacher: Rev.
F. C. Young. Hymns, 272, 303,
108, 417. Evening "Service,"
6 p.m. Preacher: Rev. F. C.
Young. Hymns, 476, 260, 458,
445.

Wesleyan Methodist Church,
Queen's Road East, Sunday
Services, Morning, 10.15 a.m.
Preacher: Rev. A. Whitmore.
Evening, 6 p.m. Preacher: Rev.
A. Whitmore. Sunday School,
3 p.m. in the Church. Sailors
and Soldiers' Home, Sunday,
3 p.m. Men's Bible Class, Sun-
day, 8.15 p.m. Service Men's
Hall, Tuesday, 3 p.m. Sale of
Work, Wednesday, 8.30 p.m.,
United Fellowship Meeting.

First Church of Christ Scientist,
Maddonnell Road, below Bowen
Road Tram Station. Sunday
Services, 11.15 a.m. Subject
"Everlasting Punishment." The
Sunday School is held
at 10 o'clock. Wednesday Even-
ing Meeting at 5.30 p.m.
Reading Room at above address
open Tuesday and Friday, 10
a.m. to 12 noon. Monday and
Thursday, 5.30 to 7 p.m. The
Public is cordially invited to
attend the service and visit the
Reading Room. Branch of The
Mother Church, The First
Church of Christ Scientist, in
Boston, Mass., U.S.A.

MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse
87, Queen's Road C., 2nd floor.

New Advertisements

POPPY DAY.

GARLANDS FOR MOTOR
CARS.

Garlands of Poppies for decorat-
ing Motor Cars are available and
will be on sale by the Honorary
Secretary of the Hongkong Auto-
mobile Association in Alexandra
Building (4th floor).

Proceeds of these sales will be
turned over to the Poppy Day Fund
(Earl Haig's Fund for Disabled
Ex-Service Men).

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry
Forms for the Eighth Extra Race
Meeting to be held on SATURDAY,
16th November, 1929 (weather
permitting) may be obtained at
the Race Course, Hongkong Club
and Causeway Bay Stables.
Entries close at 12 o'clock noon
on TUESDAY, 5th November, 1929.

HONGKONG & CANTON ICE
MANUFACTURING
COMPANY, LTD.

NOTICE IS HEREBY GIVEN
that an Extraordinary General
Meeting of the above Company
will be held at the Office of the
Dairy Farm and Cold Storage
Company Limited, No. 2, Lower
Albert Road, Victoria in the Col-
ony of Hongkong, on Tuesday, at
11.15 o'clock in the forenoon for
the purpose of considering and if
thought fit passing the following
Resolution:—
Resolution, namely:—

"That the capital of the Com-
pany be reduced from \$100,000
divided into 40,000 shares of
\$10.00 each to \$200,000 in divid-
ed into 40,000 shares of \$5.00
each and that such Reduction be
effected by cancelling the capital
which has been lost or is unre-
presented by available assets to
the extent of \$50.00 per share
upon each of the 40,000 shares
which have been issued and are
now outstanding and by reduc-
ing the nominal amount of all
the shares in the Company's
capital from \$10.00 to \$5.00 per
share."

NOTICE IS HEREBY ALSO
GIVEN that a Second Extraordi-
nary General Meeting will be held
at the same place on Monday, the
Fourth day of November, 1929, at
11 a.m. for the purpose of receiv-
ing a Report of the proceedings
at the above mentioned Meeting
and of confirming if thought fit
as a Special Resolution the above
mentioned Resolution.

By Order of the Board,

M. MANUK,
Secretary.

HONGKONG JOCKEY CLUB.

The Half Yearly General Meet-
ing of Voting Members will be held
in the Jockey Club Room, Hong-
kong Club Annex, on Monday, 18th
November, 1929, at 5.15 p.m.
By Order,

C. B. BROWN,
Hongkong, 1st November, 1929.

YO HO HO HO.

BUT YACHT WOULD NOT GO.

Sydney, Sept. 24.
Five young buccaners planned
a cruise, crammed with excitement,
last night.

They set out hopefully in their
pirate ship, a 23-foot auxiliary
yacht, taken from its moorings in
Kerosene Bay, but could not get
the engine to go. An unsuccessful
attempt was made to hoist sail, the
yacht eventually drifting aimlessly
about the Harbour.

Stocked with provision, fishing
tackle, and extra sail, the yacht
was discovered by a police launch
patrol, at 12.10 a.m. to-day, rolling
along gently before the breeze, off
Blue's Point, and its crestfallen
crew were taken to the Water
Police station.

A large quantity of groceries
and clothing had been stowed care-
fully in the yacht. It only needed
the skull and crossbones, lying at
the peak of the mainmast, to com-
plete the atmosphere of the good
old days when piracy flourished on
the high seas.

The yacht is owned by Mr. R. C.
Bayless, of Chisham-street, Green-
wich. It vanished mysteriously
from its moorings last night, and
was discovered quite by accident
hours later by the Water Police
patrol. It had no lights, and Ser-
geant Hamill and Constable Tel-
ford, who were in the police launch,
did not observe the helpless craft
until they were close to it.

The drifting yacht constituted a
grave danger to ferry traffic in the
vicinity.

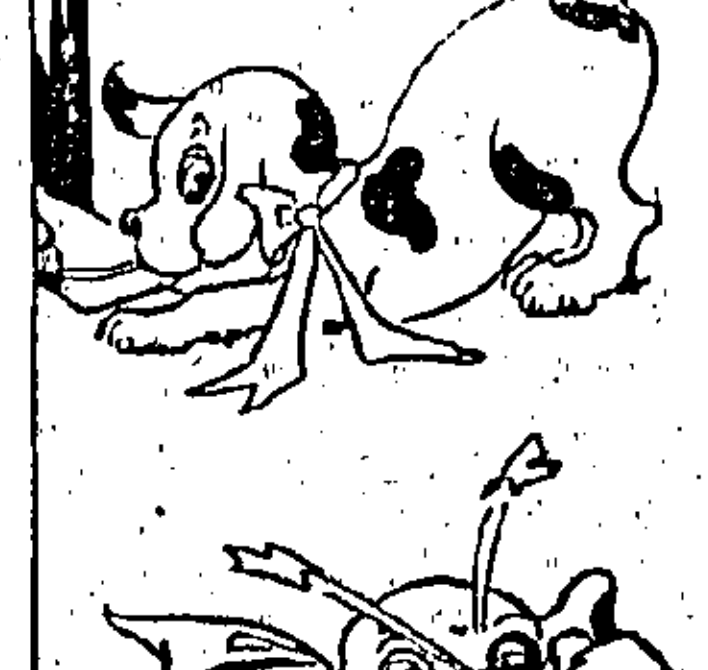
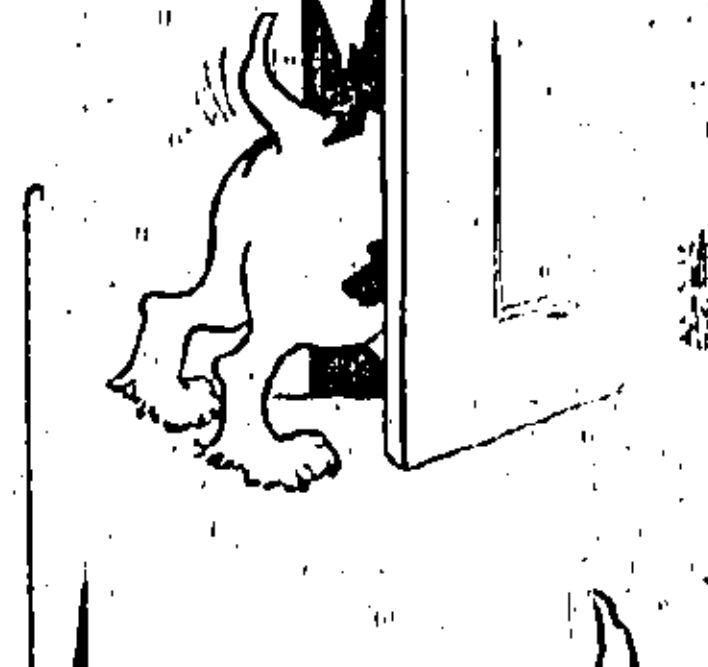
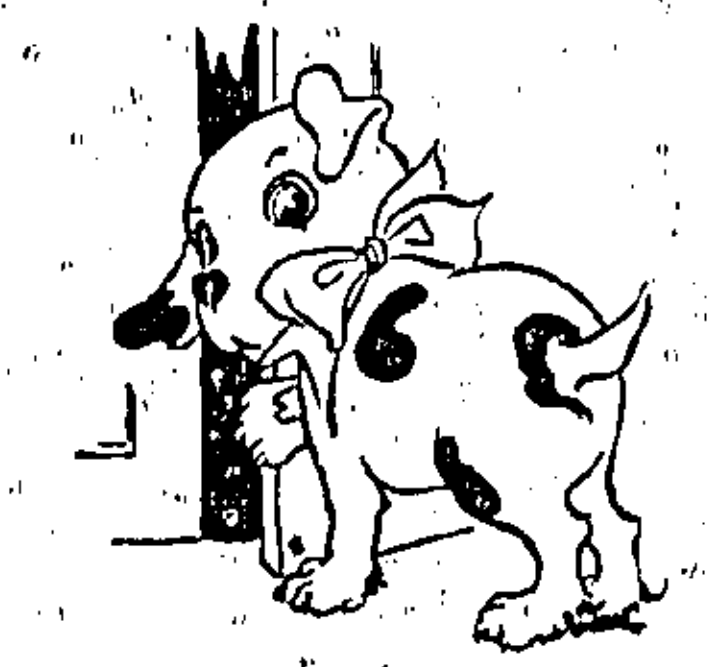
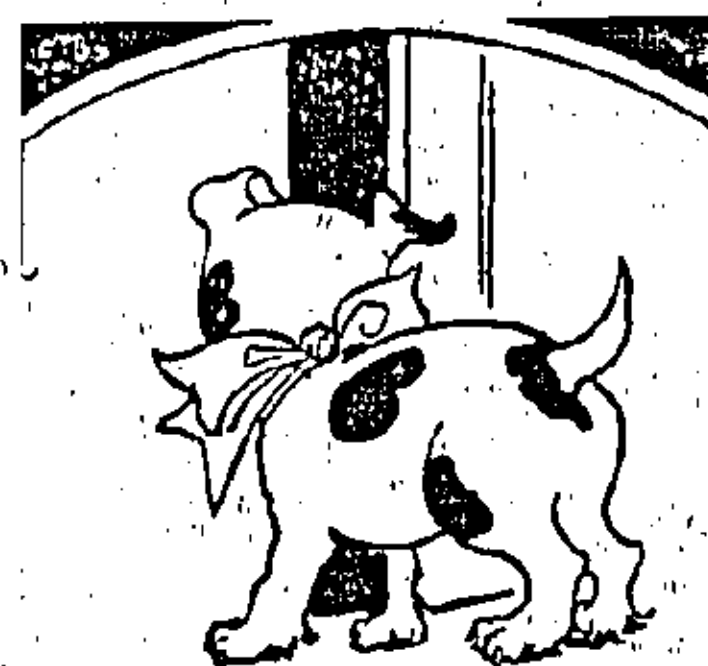
It was not a simple matter for
the police launch to draw along-
side the yacht, but when it did so
the five boys, the age of each of
whom, by a strange coincidence,
was 13, were reclining in the bottom
of the yacht distressed by the un-
happy ending to their voyage, and
quite eager to surrender.

The buccaners were taken on
board the police launch, and the
yacht towed to the Government
wharf at Dawes Point. Its
owner was not traced until several
hours afterwards.

The boys were escorted to the
Water Police Station and question-
ed at great length. Ultimately
they were allowed to return to their
parents, on the understanding that
they would be brought back to the
Water Police Station if necessary.

The yacht has gone back to its
moorings in Kerosene Bay.

The yacht is called Lilly, and is
valued at \$315.

HUMOROUS RECORD
SUCCESSSESColumbia
New Process RECORDS

SOPHIE TUCKER.

- 4941 There's Something Spanish in my Eyes.
Stay out of the South.
4942 Virginia (Here's a Blue Ridge in my Heart).
He's Tall, Dark and Handsome.
4995 I know that my Baby is Cheatin' on me
(Conversational Man)
5064 He Hadn't Up Till Yesterday.
Are at Women Wonde ful?
5030 Away Down South in Heaven.
Is He the Boy Friend?

ANDERSON MUSIC Co., Ltd.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office, where full information concerning all wireless ser-
vices may be obtained at all times, is situated on the ground floor of the
P. and O. Building in Des Voeux Road, next to the General Post Office.
Individuals and firms are recommended to register their telegra-
phic addresses at the Radio Office. No charge is made for this.
Letters and postcards for Europe and the British Isles are for-
warded via Siberia if so superscribed.

XMAS AND NEW YEAR PARCEL MAIL FOR GREAT BRITAIN.
Xmas and New Year Parcel Mail for Great Britain will be closed
in the General Post Office at 5 p.m. on the 8th November per s.s. Macedonia.
This mail is due in London on the 13th December.

It is believed that the air mail closed for London on 4th October and
due to leave Karachi on 20th October has been destroyed as a result of
the wreck of the "City of Rome" aeroplane last Saturday. A further
announcement will be made as soon as definite news is received.

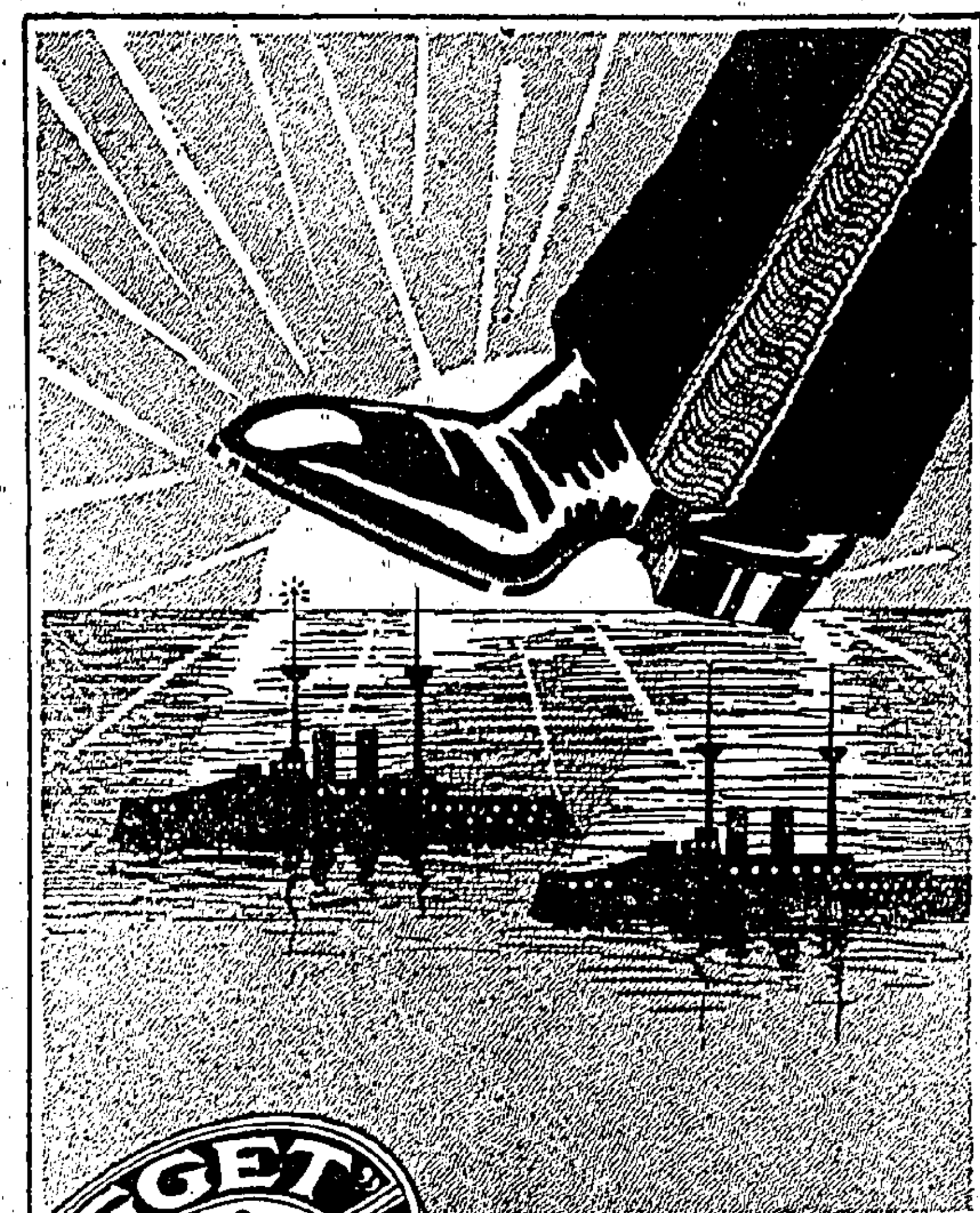
INWARD MAILS.

From	Per	Due
Shanghai and Swatow	Shangtung	November 2
U.S.A. (San Francisco Oct. 4)	Pres. Johnson	November 2
Honolulu, Japan and Shanghai	Hongkong	November 2
Europe via Negapatam, (papers only London 2nd October)	Tyndarus	November 3
Canada, (Victoria B.C., Oct. 8) and Japan	President Pierce	November 3
Manila	Tanda	November 4
Australia and Manila	Emps. of France	November 4
Canada, (Victoria B.C., 17 October)	Korea Maru	November 4
U.S.A., Japan and Shanghai	Pres. Jackson	November 4
U.S.A. (San Francisco Oct. 9)	Takada	November 4
Honolulu, Japan and Shanghai	Andre Lebon	November 5
U.S.A. (San Francisco Oct. 11)	Chenonceaux	November 6
Honolulu, Japan and Shanghai	Pres. Taft	November 8
U.S.A. (Seattle, 19th October), Canada, Japan and Shanghai	Taipei	November 8
Australia and Manila	Calchas	November 12

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the
time given below unless otherwise stated, and where mails are advertised
to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m.
on the previous day.

For	Per	Date and Time.
Shanghai	Luchow	Sat., Nov. 2, 1.30 p.m.
Tourane	Chungking	Sat., Nov. 2, 3.30 p.m.
Amoy	Artung	Sat., Nov. 2, 5 p.m.
Saigon	Halvard	Sat., Nov. 2, 5 p.m.
Haihow	Nampeng	Sat., Nov. 2, 5 p.m.
Manila	Pres. Johnson	Sat., Nov. 2, 5 p.m.
Swatow	Soochow	Sat., Nov. 2, 5 p.m.
Bangkok via Swatow	Kwangchow	Sun., Nov. 3, 8.30 a.m.
Shanghai	Iyo Maru	Mon., Nov. 4, 8.30 a.m.
Haihow	Canton	Mon., Nov. 4, 1.30 p.m.
Swatow	Hydrangea	Mon., Nov. 4, 2.30 p.m.
San Shui and Wuchow	San Ning	Mon., Nov. 4, 4 p.m.
Japan, Honolulu, Canada, U.S.A., Central and South America and Europe via San Francisco	Pres. Pierce	Mon., Nov. 4, Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m. (Due San Francisco 27th November).
Shanghai and Europe via Siberia	Pres. Pierce	Mon., Nov. 4, Registration 5 p.m. Letters 6 p.m.
Straits and Calcutta	Sui Sang	Tues., Nov. 5, Parcels 1 noon Letters 1 p.m.
Swatow, Amoy and Foochow	Haiyang	Tues., Nov. 5, 1 p.m.
Saigon, Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt, and Europe via Mar- seilles	Andre Lebon	Tues., Nov. 5, K. P. O. Registration 1 p.m. Letters 1 p.m. G. P. O. Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 6th December).
Fort Bayard, Hoihow, Pakhoi and Haiphong	Tonkin	Tues., Nov. 5, 1.30 p.m.
Manila	Emp. of France	Tues., Nov. 5, 3.30 p.m.
Swatow	Walshing	Tues., Oct. 5, 5 p.m.
Haihow	Kwangtung	Wed., Nov. 6, 8.30 a.m.
Straits and Calcutta	Takada	Wed., Nov. 6, Parcels Noon Letters 1 p.m.
Shanghai and Japan	Chenonceaux	Wed., Nov. 6, 2.30 p.m.
Amoy	Linan	Wed., Nov. 6, 3.30 p.m.
Sandakan	Manang	Thurs., Nov. 7, 8.30 a.m.
Swatow and Wei Hai Wei	Hulchow	Thurs., Nov. 7, 8.30 a.m.
Haiphong	Gou. Gen. Morlin	Thurs., Nov. 7, 5 p.m.
Swatow, Amoy and Foochow	Hai Ching	Fri., Nov. 8, 1 p.m.
Amoy and Japan	Hosang	Fri., Nov. 8, 5 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Macedonia	Sat., Nov. 9, K. P. O. Parcels 4.30 p.m. Registration 5 p.m. Letters 5.10 a.m. G. P. O. Registration 8.5 p.m. Registration Nov. 9, 9.45 a.m. Letters 10.30 a.m. (Due Marseilles 6th December.) Hosang
Amoy and Japan	Calchas	Tues., Nov. 12, Registration 1 p.m. Letters 1 p.m. G. P. O. Registration 1.45 p.m. Letters 2.30 p.m. (Due Marseilles 13th December.) Ho Sang
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Ho Sang	Tues., Nov. 12, 5.00 p.m. *Superscribed Correspondence only.



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MEETING THE THREAT BY IRONSIDES.

Canton, Nov. 1.
General Tsoi Ting-kai, of the 60th Division, arrived from Wuchow yesterday at 5.30 p.m. It is said that the General's return is only on private affairs, and that he will probably be back in Wuchow within a few days. As the present situation of Kwangsi is normal, his troops will continue to remain at Wuchow, awaiting further orders. The troops of the 62nd Division under General Heung Hong-ping have been transferred back from Kweiping to the vicinity of Wuchow.

Troops Arrive at Kweilin.
A telegram was yesterday received from Kweilin reporting that General Yang Teng-zei had despatched the 169th brigade to garrison Kweilin, one regiment under Colonel Tin Wen-fung having arrived on October 27 and the remainder of that brigade being on the way.

Information from military sources states that in order to prevent the invasion of General Chang Fat-kwai's remnants, the forces of one Brigade under General Yang Teng-zei have been despatched for defence purposes to Lung Shing, a strategic point guarding the entrance to Kweilin and to Luchow, on the border of Kwangsi.

Generals at Ying Tak.
According to an important military official just returned from the North River, when the Commander of the 59th Division Yu Hon-mow moved his troops to Ying-tak, he met the Commander of the 50th Division, Tan Tao-yuen, in order to discuss preparations for finishing off Chang Fat-kwai. Measures were discussed for close co-operation between the 50th and 59th Divisions to prevent any chance of the enemy passing through to the border.

Yesterday General Tan went from Shui-kwan to Ying-tak, where he had several hours conference with General Yu.

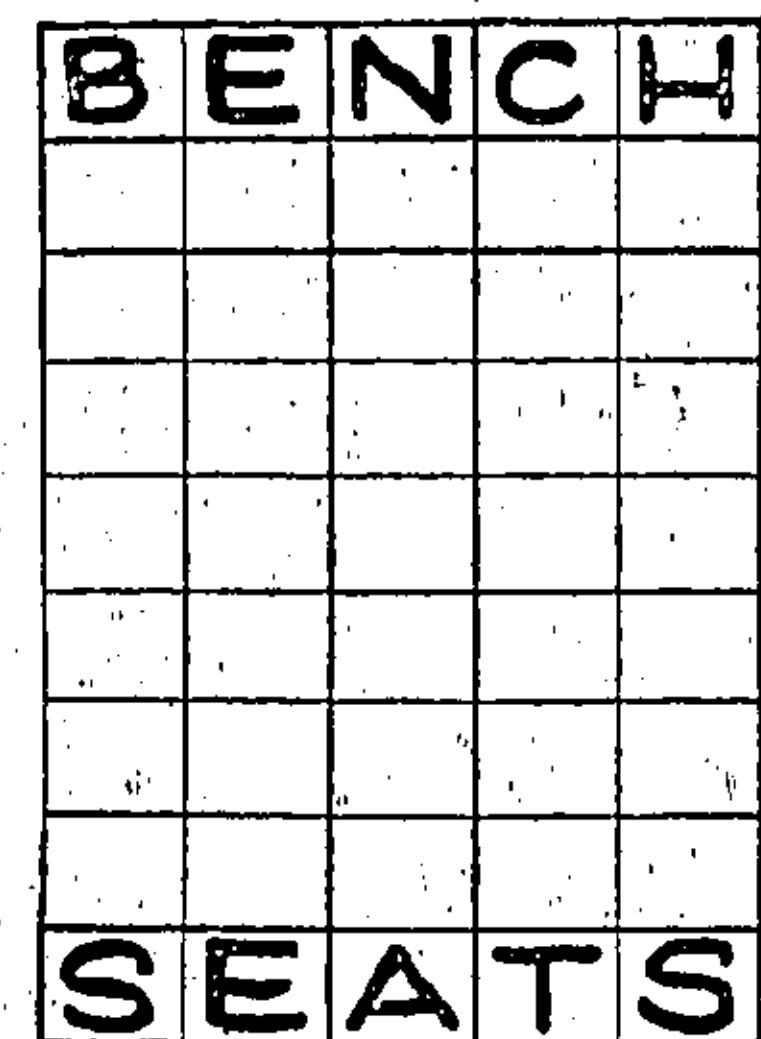
Chan Chai-tong Cables to Nanking.
The 8th Army Commander, General Chan Chai-tong, has taken the following dispositions to secure the defence of the Kwangsi frontier with a view to preventing the retreat of the broken detachments of General Chang Fat-kwai's troops:

The 57th Division under Yang Teng-zei has been ordered to Kweilin. The 16th Division under Lui Woon-yim has despatched troops to help in cutting off the enemy, and it is hoped very shortly to exterminate them completely.

A cable has been sent to President Chiang to relieve his anxieties on the Southern situation.—*Canton News Agency.*

LETTER GOLF

There are several SEATS on every BENCH and letter golf proves it!



1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.
2.—You can change only one letter at a time.
3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.
4.—The order of letters cannot be changed.
One solution is printed on another page.

WOMAN'S WORLD
FOR OUR LADY READERS.

Why Women Are Not Natural.

[By Shirley Cooke.]

What woman wouldn't be natural if she could? Look, for one thing, at the amount of time it would save for more vital concerns. But, unfortunately, along with charm and tact and other such admirable virtues, hundreds of years of modelling herself on the pattern of the first woman has bred in women a most spontaneous instinct to be coy and enigmatical. From their very earliest years, female children are encouraged to disguise their true feelings, in preparation for the more difficult business of presenting themselves as creatures of mystery in later life.

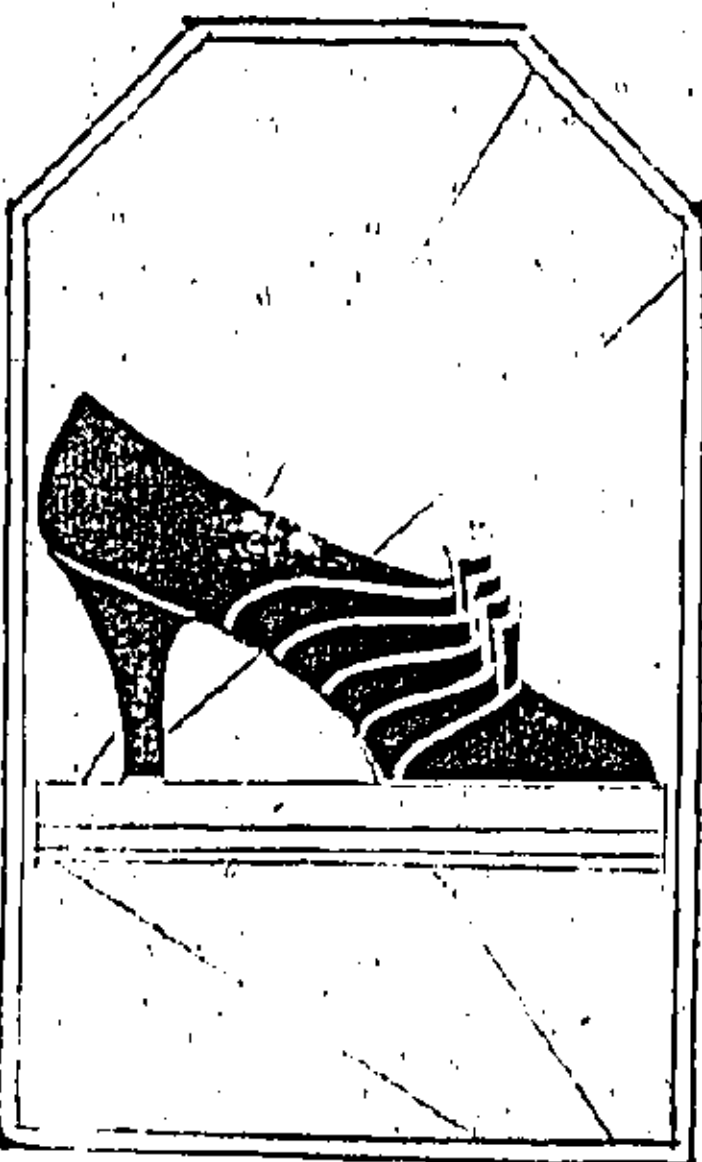
Early Training.

I can remember its beginnings in myself. I was trained both first-hand, and by example, to employ contradictory methods to obtain everything I wanted. Severe rebuke from experienced elders met my slightest efforts to express myself naturally; at that stage of my career, a particularly healthy predilection for tears—my favourite means of establishing my personality—being severely repressed. Well, womanhood being strong within me, I took, like a duck to water, to concealing my real feelings and substituting for them others more profitable. When I wanted to laugh I grew red in the face, and cried instead; and when I wanted to cry I quite frequently managed to raise a chuckle. Thus, baffling my elders and betters, the result was a marked improvement in my conditions!

From childhood onwards, one realises that this is the only line that pays—particularly with men; women being relatively unimportant. One can take a breather by being almost completely natural with one's own sex!

Trial and Tribulation.

Now, if only Adam had been a lady's man instead of the hopelessly retiring individual he was, I am convinced that the world would have been a very different place for women. They wouldn't have had to stage themselves with such consummate art. Eve, with her victory over his indifference, doomed her descendants to a life of trial and tribulation, increasing in difficulty as greater opportunities for allurement presented themselves. Since women's mystery is men's chief joy in womanhood, how can they be so ungrateful as to exclaim: "Confound their tricks. If only they



This unusual model is an opera pump of green suede with an ingenious buckle design. Green kid is used for the insets and to pipe the buckle.



New styles in clothes—and salaries—are set by Mlle. Andrea Nijinska of London, the world's highest paid mannequin. Her income equals that of most cinema stars and she actually has had many offers of film contracts. The bizarre costume she is shown wearing above is a boudoir gown that takes a hint from the skating rink.

The New Gloves.

It is an innovation for Parisian glove-makers to be concentrating on workmanlike designs, but most of the rue de Rivoli windows are hung with practical cream suede models, devoid of all decoration. In delicate tints and finer skins, simplicity is adhered to for afternoon wear.

Novelties are naturally found. Amusing little wristlets, stumped, punched, embroidered or painted, are obtainable and give a decorative finish to an unadorned pair of gloves. Patterned cuffs are matched with chiffon handkerchiefs, a fashion that will doubtless achieve great success. A beige pair, with beige cuffs painted with large orange spots, was accompanied by a chiffon handkerchief figured en suite. Despite this, however, when buying new gloves, it is better to buy them plain.

could be natural for a minute!" And yet, the fact of the matter is, a man feels done unless a woman supplies him with shocks which keep his interest keen. No instruments designed to reveal Mars should be able to penetrate a clever woman's mentality. Men want to be kept guessing. They are allured by an unknown quantity. They love to feel that their masculine sagacity in unravelling the secrets of the wily feminine mind—usually wrongly—is being kept in perpetual play. They make a pretence of crying for naturalness, but they're really the last to appreciate it, or come to that, to respect it.

Children Who "Show Off."

[By a Mother.]

My Jack and Jean both have plenty to say for themselves, and are quite self-possessed in company. But they do not show off.

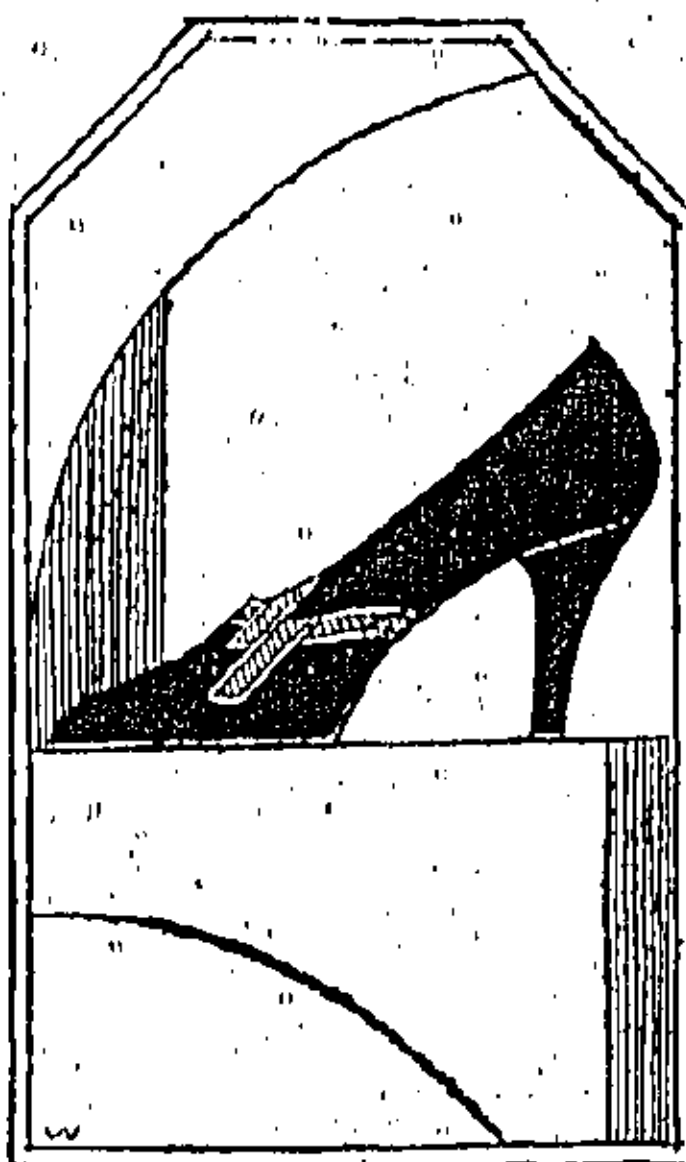
The reason for this is that they are not ordinarily kept in the background, to be brought forward and shown off only on special occasions, as we were at their age. For showing off is very seldom an indication of conceit. Children, even spoilt ones, are usually bored by over-praise, rather than tempted by it to display. Your modern child likes to be your companion, not your performing pet.

Because He is "Sat On."
Those who do show off are usually actuated by a much more distressing characteristic than conceit—a lack of self-appreciation. A child who is too much "sat on," who is continually snubbed, especially if this is done in public, and who gets little notice but criticism, becomes acutely self-conscious and quite unable to behave naturally when he feels himself observed. He feels uncomfortable and he relieves the tension by showing off and making himself objectionable.

Self-Conscious Peter.
Peter is a case in point. His mother is extremely particular about his behaviour—yet Peter used to get into hot water at school for sudden outbursts of silly behaviour in class. His teacher was at a loss to understand this for some time, but at last she discovered that the outbursts occurred whenever she happened to look at him while her thoughts were busy on something else. She realised that this embarrassed him, so now she takes care to look in another direction, and Peter behaves himself!

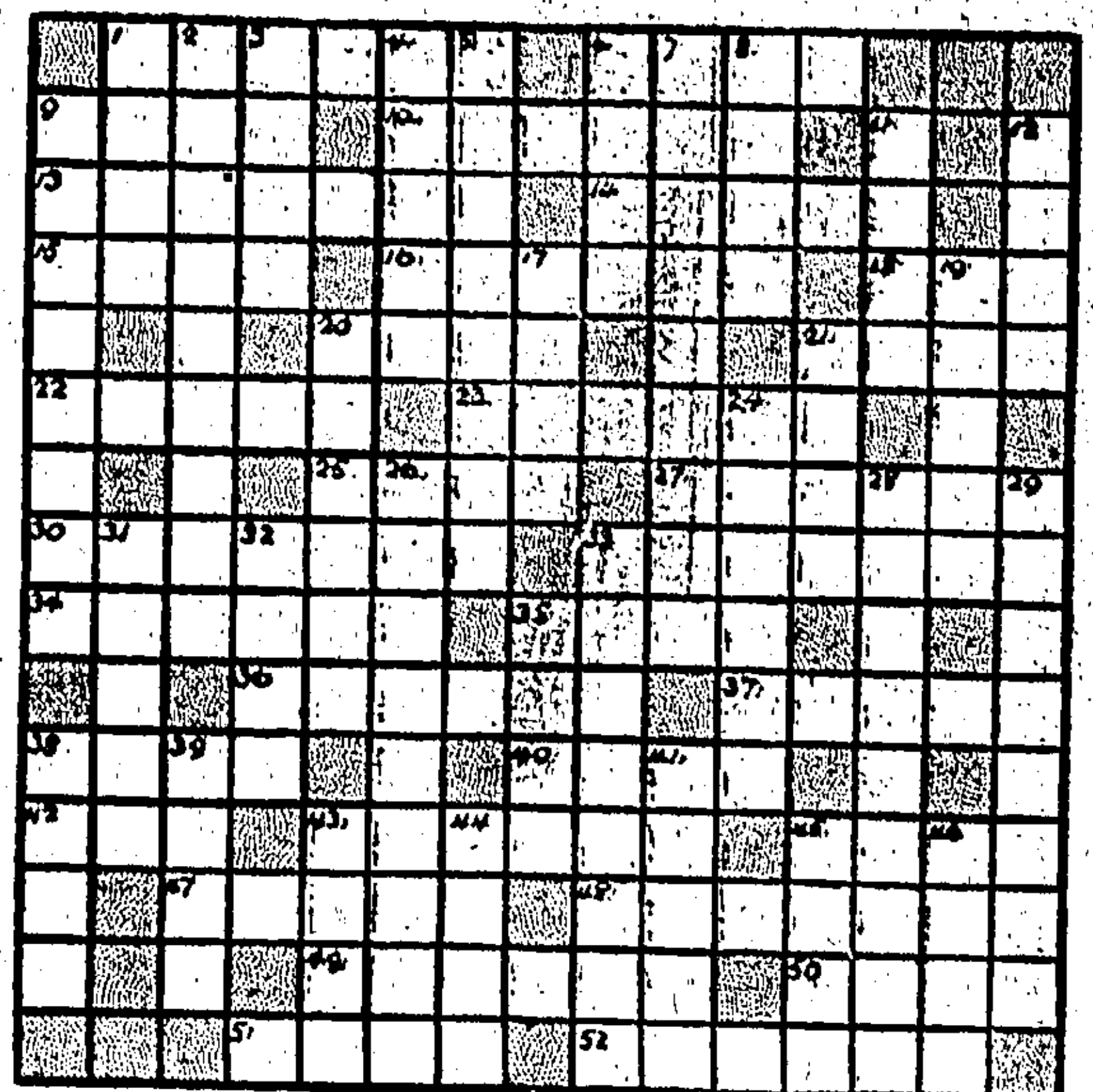
The tendency to show off is only aggravated by scolding. It is best to ignore it completely and to bend all one's energies to eradicating the cause, a task both difficult and slow.

Encouragement, praise whenever possible, correction without snubbing, and not too much attention paid to trifles—these will help a child who suffers from an inferiority complex to become less self-conscious and self-distrustful. Faults should be treated as lapses from a high standard, not as indications of a low one. If he feels that you are watching for a fault, he will commit it. Respect him and he will respect himself. Then he will not want to show off.



Early autumn shoes show a tendency to use restraint in trimmings as compared to those of past seasons. This dark brown opera pump of suede with lighter motifs bound with gold kid is a good example.

OUR NEW BRITISH CROSSWORDS.



Across
1. Mission.
6. Hostile excursion.
9. Perennial plant.
10. Lubricators.
13. Agree.
14. Ascend.
15. Progeny.
16. Parts of odes.
18. Go astray.
20. Successively.
21. Fall from.
22. Succeeding.
23. Sportsman's dog.
25. Regrets.
27. Exalts.
30. Evergreen.
33. Mounted soldier.
34. Enroll.
35. Pith of a matter.
36. Distils.
37. Invest.
38. This place.
40. Employer.
42. Part of the verb "to be."
43. Occupation.
46. Comfort.
47. Basket.
48. Leaper.
49. Indian coins.
50. Oceans.
51. The hangman's rope.
52. Repel.

Down
1. Gaelic.
2. Full of resentment.
3. Pastoral pipe.
4. One who notes.
5. Inclines.
6. Peruse.
7. Those who stop.

8. Egyptian goddess.
9. Palace.
11. Prophet.
12. Stringed instrument.
17. Is in debt.
19. Steer-riding show.
20. Stop.
21. Pull.
24. Small leaping beetle.
26. Final proposal.
28. Mean sycophant.
29. Those who sneer.
31. Ire.
32. Ascend.
33. Separate.
36. Sticky substance.
38. Long-earred creature.
39. Heed.
41. Obliterate.
43. Look after.
44. Ribbed dress fabric.
45. Otherwise.
46. Residence.

Yesterday's Solution.

S BALE BOULDER
SUPINE PARSE E
P SOAP LIEGE V
HERON OGLEED BEE
IRON MORAL STAR
EBS FILED THERE
D EWES W THORNS
S AYER HEIR S
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EVER THOSE CLAD
DEE SHEEP GLEOE
G DRILLS SOLE O
E EDITS RUFFLE
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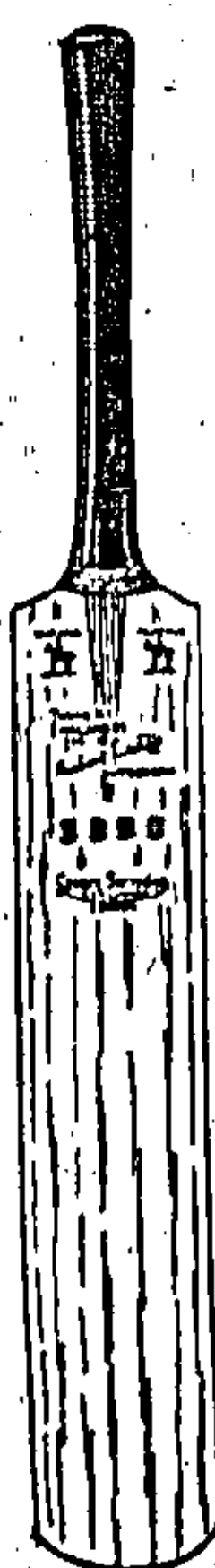
The blade is made from the finest English Willow seasoned under perfectly natural conditions

The handle, which is guaranteed not to break is constructed from the best possible materials in a manner which is entirely eliminative jar.

Its driving power is unexcelled.

Its balance is perfect.

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BIRTH.

RALSTON.—On November 2nd, at Victoria Hospital to Mr. and Mrs. J. Ralston, a daughter.

ACKNOWLEDGMENT.

The Family of the late Mrs. Jane Benson wish to tender their sincere thanks to all kind friends in Hongkong and Canada for expressions of sympathy, letters of condolence and floral tributes received in their recent bereavement, also for attending the funeral. Special thanks to Doctor.

The
Hongkong Telegraph.

SATURDAY NOV. 2, 1929.

INDIA'S STATUS.

Since the penning of our comments yesterday on the Indian question, much further light has been shed on the nature of the Viceroy's declaration and on the circumstances which caused it to be made. Sir John Simon revealed, in correspondence with the Prime Minister, his desire that the scope of the Statutory Commission should be extended so as to include the relations between British India and the Indian States, and with that object in view the Government contemplates the calling of a conference representing all parts of India so that the whole problem may be studied. In making this announcement, the Government has deemed it politic that the real aim of the Mother Country's policy towards India should be re-emphasised. That, as we see it, is what the Viceroy's declaration means—nothing more, and nothing less. Whilst opinion at Home appears to differ, on the expediency of the gesture, the Times, in our opinion, correctly represents the position when it says that no change of policy is to be inferred from the Viceroy's statement.

One of the reasons given for the issuing of the declaration at this juncture is that doubts have existed both in Britain and in India regarding the precise goal to which the Government of India Act aimed. That, however, hardly squares with the facts as we see them. Again and again have successive British Governments given the impression that Dominion Status is the end in view. The declaration of 1917 clearly foreshadowed that development, whilst, as Lord Irwin now points out, his own Instructions expressly state that the 1919 Act was to be the means whereby India might attain its due place among the Dominions. In these circumstances, there could be no

room for doubt as to British intentions. Rather are we inclined to think that the declaration is based on three considerations.—Firstly, in view of a possible delay in putting the Simon Commission's Report into effect, especially since its scope is now being extended; secondly, because the decision to bring the Indian States within the purview of the Commission's deliberations provided an excellent opportunity of re-stating the eventual object aimed at; and, finally, to placate Indian feeling and prevent the threat of mass civil disobedience. The last point is all-important. As to whether the gesture is wise or expedient, the best index of that will be found in Indian reaction to it. At the moment, the declaration appears to have been welcomed and to have been received in the spirit in which it was made. That is surely some justification for its having been issued.

Comment from Home creates a fear in our mind that the scare-mongers are already getting busy. This is to be regretted, especially as there is ground for thinking that the Premier consulted the other parties before deciding on the action taken. It will, however, be a thousand pities if India is to be made a party political question. If, as all the evidence shows, British policy for the past decade has been tending towards the grant of Dominion Status for the country, what can possibly be gained by seeking to create the impression that British opinion is divided on the subject? Let the facts be squarely faced and Britain's bona fides be declared.

Rating Reform.

One of the unsatisfactory features of the party system in politics is that opposition to Government measures and actions is too often purely automatic. It is gratifying to learn, therefore, that while the Labour Party expressed itself strongly antagonistic to the rating reform, bill introduced by Mr. Neville Chamberlain at the tail-end of the last Conservative session, it has done nothing to interfere with the operation of the schemes as a result of its accession to power. The plan for the relief of rates to productive industry came into full operation at the beginning of last month and already there is evidence that industry is deriving considerable benefit therefrom. The total relief amounts to approximately £26,000,000 a year. Agriculture has already been saved some £2,500,000, and in future years, the benefit will be £4,300,000. The balance of £26,000,000 will go almost entirely to the relief of manufacturing industries by the removal of three-fourths of the rates now paid on factories, workshops, mines and mills. And the burden is a terribly heavy one. In 1913-14, about £97,000,000 was raised. In rates throughout the country. During 1927-28 this had increased to about £175,000,000, the growth being rapid in the industrial areas. The Act means that the cost of steel should be reduced by about 5s. 6d. per ton, that of a ton of coal by 3½d. It is estimated that the engineering industry will have its overhead charges reduced by more than two million a year, shipbuilding by £400,000, the textile trades by more than three millions and the chemical industries by over £600,000. The prospect of this relief has in many cases led to the improvement of trade as manufacturers have been able to book forward orders at lower prices. Combined with the important projects contemplated by Mr. J. H. Thomas, the reform should have the effect of substantially reducing unemployment figures in the coming year.

EXCHANGE RATES.

	London, Nov. 1.
Paris	123.82
Geneva	20.175
Berlin	20.385
Oslo	18.205
Helsingfors	18.205
Amsterdam	34.27
Stockholm	34.70
Vienna	34.27
Bombay	18.205
Yokohama	11/11.29/32
Brussels	34.85
Madrid	18.205
Buenos Aires	18.205
San Francisco	18.205
Manila	18.205
Cebu	18.205
Shanghai	18.205
Singapore	18.205
Calcutta	18.205
Rangoon	18.205
Batavia	18.205
Sourabaya	18.205
Medan	18.205
Penang	18.205
Malacca	18.205
Sumatra	18.205
Borneo	18.205
Sulu	18.205
Mindanao	18.205
Philippines	18.205
Java	18.205
Sulawesi	18.205
Moluccas	18.205
Maluku	18.205
Timor	18.205
Indonesian Archipelago	18.205

DAY BY DAY.

IF LOVE MAKES THE WORLD GO ROUND, LAUGHTER PREVENTS IT GOING ROUND TOO FAST. THE SERIOUS DEFECT IN LOVE IS ITS LACK OF HUMOUR.—Harold Ohlson.

The Gazette publishes a lengthy list of persons authorised to perform vaccinations.

Captain and Mrs. F. S. Adey returned to the Colony by the Blue Funnel liner Anchises.

Mr. and Mrs. T. A. Martin were amongst the passengers who arrived by the a.s. President Johnson this morning.

His Excellency the Governor has appointed Dr. B. H. Mellon to act as Medical Officer of Health in addition to his other duties.

Mr. M. F. Key and Mr. H. J. Lamb have been appointed Trustees of Union Church in succession to Mr. D. Templeton and Mr. E. B. Cubey, resigned.

The forthcoming wedding is announced of Mr. Jacob Vidumoky, No. 16, Hankow Road, Kowloon, to Sima Moruuchovna Berman, residing at the same address.

His Excellency the Governor has appointed Mr. C. G. Alabaster, K.C., O.B.E., J.P., to be Vice-Chairman of the Licensing Board for a further period of three years.

On the 18th instant there will be offered for sale Inland Lot 2979, situated at May Road. It has an area of about 3,160 square feet, and the upset price is a dollar a foot.

The time of the commencement of the Ceremony in the Hall at the Sixtieth Birthday Commemoration of the Diocesan Boys' School will be at 5 p.m. and not 5.15 p.m. as previously announced.

His Excellency the Governor has appointed the Hon. Mr. W. T. Southorn, C.M.G., Colonial Secretary, to be Chairman of the Licensing Board for a further period of three years.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the Ordinance to extend for a further period the powers granted by the Mercantile Bank Note Issue Ordinance 1911, to the Mercantile Bank of India, Limited, to make, issue, re-issue and circulate notes in the Colony.

It is notified that medical practitioners requiring sterile media for special cases, can obtain same from the Bacteriological Institute at the following prices provided the plates and tubes are returned after use or paid for if broken:—Media in plates ready for use, 50 cents each; broth in tubes ready for use, 25 cents each.

CORRESPONDENCE.

The Deflated Dollar.

[To The Editor of Hongkong Telegraph.]

Sir,—I have only just tumbled to the fact that about 99% of what has recently been written about our dear old Hongkong dollar was merely intended as a joke.

After all, who cares about the Bank of England Rate, or whether it is up or down? Surely it can make no difference to cost of goods in the local stores, even if it should worry Wall Street. Those fellows are talking about gold (although they probably never see a sovereign) and what we want to get at is the Johnnie who is monkeying about with silver, is it not?

Our good old Hongkong dollar, which has just come to light again, is as big as a 5/- piece, so why should the fools say it is only worth 1s. 9d.? Why not collect all our good Hongkong dollars, have them chopped "Five Shillings" and make our fortunes? I can't see why we should be worried with other people's currency, although I suppose the Banks do make money out of it. Why can't we deal in "Escudos" or something else that no one knows the value of, and then if anyone wanted to buy them, they would jolly well have to pay what we asked?

If there is no such coin, we might manufacture them out of asbestos, so that they would not burn, and if any one refused to accept them at our own valuation — well, they could go without!

It all seems so simple, nearly as easy as signing a check, so I can't understand why our financial experts don't get busy instead of writing a lot of rubbish.

By the way, Mr. Editor, when the price of gold goes up, what happens to silver?—Yours, etc., ESCUDOS.

Hongkong, Nov. 1st, 1929.

ON BRIDGES.

And the Crossing of Them.

I cannot pretend that I am like those ladies whom we have all heard exclaim at various times. "Now if I were only a man I should be a bridge-builder." I cannot remember that I have ever had any desire to build bridges. Nor have I the slightest technical knowledge of their construction, although I have vague notions of stresses and strains which I believe hold the secret of the whole matter. I am, however, an admirer of all kinds of bridges no matter how simple or complex. I am a contemplative observer of them. I may even admit that I am a profound student of bridges—which may or may not appear in the impressions which I propose to set down here. I therefore claim a certain right to become for the moment an essayist on this fascinating subject which has been so strangely ignored both by my predecessors and contemporaries. It is time that someone wrote an essay on bridges.

The only difficulty of the subject is its immensity. There is a tremendous sweep of the bridge in human history. There is the engrossing subject of the bridge in the making. There are the Bridges I Have Known. There is the role played by the bridge in literature and in painting. The Bridge in Literature I would suggest as a most alluring object of research for an aspirant of the doctorate. I am sure it would be fully as productive and useful as a good many dissertations which I have seen. As for the Bridge in Art—what an opportunity! Why has someone never made a collection of the paintings and drawings which feature bridges? Even to begin a list of such obvious aspects, you will see, is to sketch nothing less than chapter headings for I know not how many volumes. There is no end to Bridges.

You will see then how difficult it is for a pioneer assayer to make a judicious choice among the myriad facets of the subject. But a greater difficulty perhaps is to dispel any suspicion that this subject could be prosaic. Even the most practical and arduous, may abstrusely mathematical, processes necessary in the construction of bridges are romantic—but I am anticipating.

The first bridge in human history was discovered ready-made and not contrived by human ingenuity. A fallen tree across a brook. A marvellous and easy way to escape the singular discomfort and dangers of the tracheasus stream. A new era opens. Then the flashing of a brilliant thought; another tree, with a little urging, rests beside the first. The first bridge-builder. One of the greatest inventors of all time. The forerunner of the brilliant engineer who sits in his laboratory intent upon his mysterious blue prints and still more cryptic formulas, weaving his vision of the mighty spans of steel and cement which arch the rivers of the present.

Among the innumerable bridges which men have built through untold centuries some have been less attractive than others. There may even be ugly bridges in the world. But it is hard for me to see anything repellent in them, even in the most commonplace brick structures with perhaps an unsuccessful attempt at adornment.

A bridge is an essentially beautiful thing. I know not which to admire the more, the rude planks precariously guarded by the rustic rails along the sides, or the latest soaring triumphs across the Hudson and the Potomac. My own special favourites range between these two extremes. I will go out of my way to bump over the loose boards of my own special bridge on the dirt road here in the country. Nothing could be more simple and commonplace. But it is a bridge which has become mine through the personal possession of the years.

More pretentious and "modern" is the steel frame which binds the shores of the bay and broadens out from one of the loveliest streams in a land of beautiful rivers. This is the bridge which I know best, since I travel it almost daily for several months each year. And others, over wider waters I know from a long acquaintance which is no less than friendship. All these lie in the path of a famous highway which is my good fortune to travel often.

While I have particular affection for these in which I have a special ownership I should explain that it is not the mere usefulness or even the picturesque quality which I most cherish. In spite of my interest in all bridges and my habit of lingering over them the views of bridges but the views from bridges which most hold my eye.

Aside from the practical purposes I wonder if this is not the glory of bridges. If you want a panoramic view of a river on both

sides you must take a boat which sails its waters. But this is not so often possible. Generally the bridge is your simple practical point of vantage, always waiting for you. You may gaze up the stream to your heart's content. And on the other side you may gaze out across the widening bay upon the sea. I know of few ways to find broader vistas unless one seeks the higher elevations. But if the scenes from bridges offer endless variety and charm I must be deferred from the actual fascination of bridges themselves. To see them properly is something of an art. You must not approach them merely from the straight road which leads across them quite obviously. But you must see them in full view or obliquely so as to preserve at least a generous impression of their full sweep for the eye. To reverse the point of vantage which I have just suggested you should look at them from up the river or from the sea. Better still, you may catch their fuller values from some height and, best of all, from afar. Then the detail of construction is lost and only the firm graceful outline looms far below. Then the looping cables of a suspension bridge hang like gossamer threads in the distance and the stream of cars moving through seems borne up by some magic power. Then the bridge has something of daring in it as indeed every bridge bears witness to human resourcefulness defying the waters which would hold a man prisoner on the shore or find some craft which will bear him across.

Obviously a bridge is not merely something to carry one across, although it often appears as if the motorist of to-day was determined to make the fastest possible time to the other side. Not often will you see them observing the junction to slow down which is seen at the entrance of most bridges. But I would suggest far more than practical reasons for the signs which forbid speeding. Adapting the old proverb, "Don't cross your bridges too fast." If the modern wayfarer could only take my suggestion to heart, he would welcome instead of complain of those moments when you hear the disgusted exclamation, "There, the draw is open. We shall have to wait here five minutes." One would suppose that five minutes on a bridge were some tragic loss of invaluable time. Personally, I rejoice over such an excuse if any is needed, for a survey of the scenes about me. For any receptive motorist or pedestrian the open drawbridge holds unsuspected values as an eye opener.

The future writer of a monumental work on bridges will, of course, devote much learning and enthusiasm to the famous bridges of history, to the bridges of Venice and Paris and London (as indeed separate volumes have been written on the bridges of each of these cities). Apart from all of the architectural splendours and picturesque values of these, who can estimate the social influences of the Pont Neuf or of the original London Bridge through the centuries? Suppose the banks of the Seine and the Thames had not been linked by these thorough—
(Continued on Page 7.)

WHO WAS? ABDIEL.

Into his epic story of the revolt of the angels and the fall of man, Milton introduces a character not found in the Scriptures, the character of Abdriel, the seraph who remained faithful to his God, and withstood all Satan's attempts to seduce him from his allegiance.

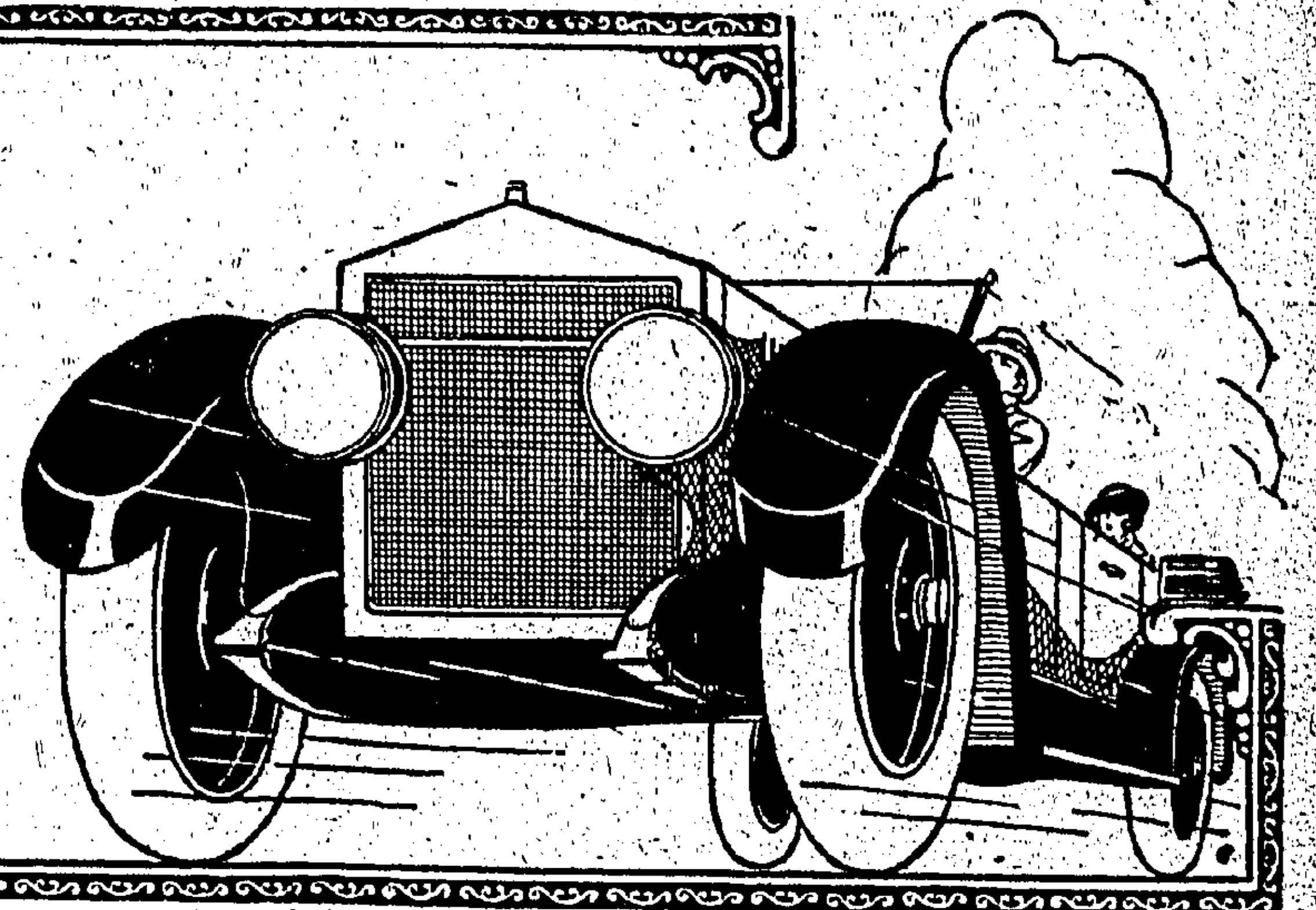
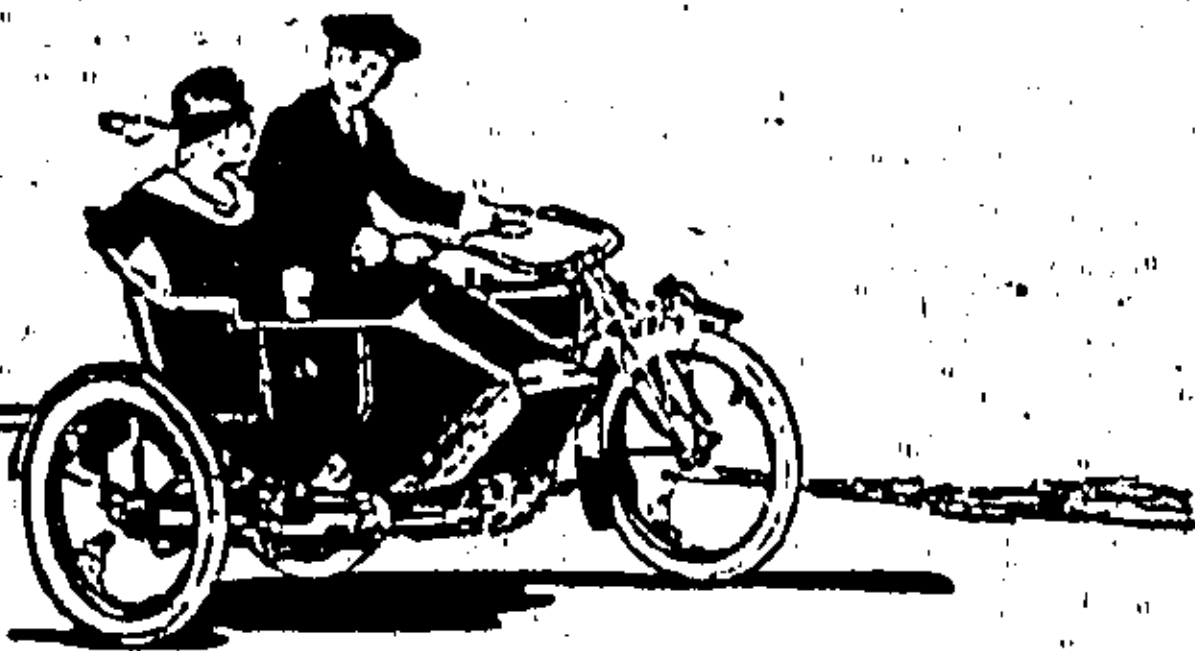
The name Abdriel is a compound of two Hebrew words, abd meaning servant, and iel meaning God, which occurs in other angelic names, Gabriel, Raphael, Michael. There is an Abdriel in the First Book of Chronicles, but he is a mortal, son of Guni, and has no connexion with the bright angel of Paradise Lost.

Possibly Milton drew his inspiration from the figure of Raphael, in "Lucifer," an orator by the Dutchman Vondel. Like Raphael, Abdriel stands for loyalty in the midst of widespread infidelity, for lonely truth in the midst of a myriad lies, for intrepid, dauntless courage in the face of overwhelming odds.

"Unmoved, unshaken, un-seduced, unterrified, His loyalty he kept, his love, his zeal."

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OF
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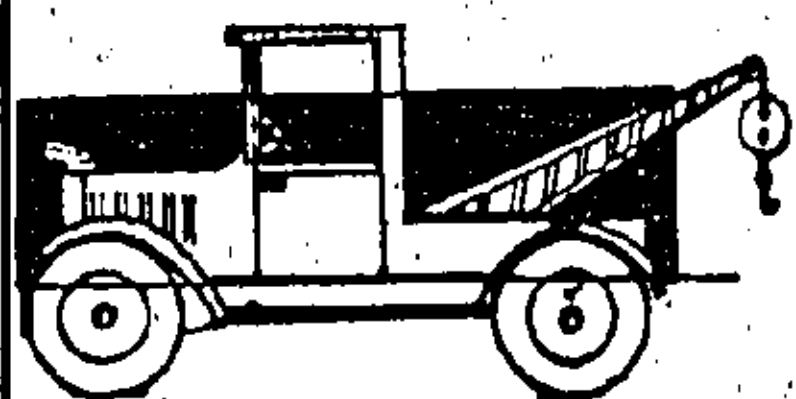
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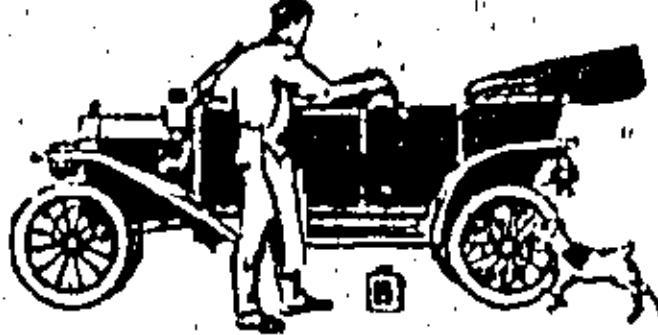


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CURRENT COMMENT

As Others See Us.

This column has been used so frequently as a medium of criticism directed against the Traffic Department, that it is only fair to give publicity to an entirely unsolicited testimonial which was conveyed to a member of the Telegraph staff when bidding farewell to the s.s. Malolo last Saturday. Mr. Wynn Meredith, who appears in the booklet containing the list of members of the Malolo cruise as an official representative of the American Society of Mechanical Engineers. In some spontaneous remarks about his impressions of Hongkong, said he had been struck with the contrast between traffic arrangements here and in other places they had visited on their tour. He thought Shanghai traffic a danger to life and limb, whereupon Mr. Moore, the leader of the cruise, who was also present, remarked that in Canton they had been driven nearly mad by the continual and unnecessary sounding of motor horns.

Traffic Control.

"Your traffic control problem here is an unusually difficult one," said Mr. Meredith, "on account of the different types of vehicles; your rickshaws, chairs, street cars (trams), motor buses and private automobiles. Due consideration has also to be given to the plan of your city, which is unavoidably conducive to congestion in the central districts. In spite of this, your traffic police exercise effective control in a most unostentatious manner. There is neither shouting nor employment of noisy signalling devices, but merely the traffic officer stationed at his particular post silently maintaining excellent order by means of a stick or signal rod with which he moves or halts the streams of vehicles." Mr. Meredith went on to mention that he had not seen any interruption in the smooth flow of traffic, and expressed his belief that serious accidents must be rare occurrences, a state of affairs of which Hongkong should be proud.

U.S. Traffic Laws.

Mr. Meredith said it was always a matter of regret to him that in the United States traffic laws were not Federal enactments. At

present each state has its own ideas on traffic control, with the result that motorists never knew what to expect in regard to traffic signalling as they travelled from State to State. In California this difficulty was especially noticeable because the State was one of United States national pleasure grounds and the majority of motorists on the roads at any time were consequently strangers to the district. The speaker also commented favourably on the planning and surfacing of Hongkong roads.

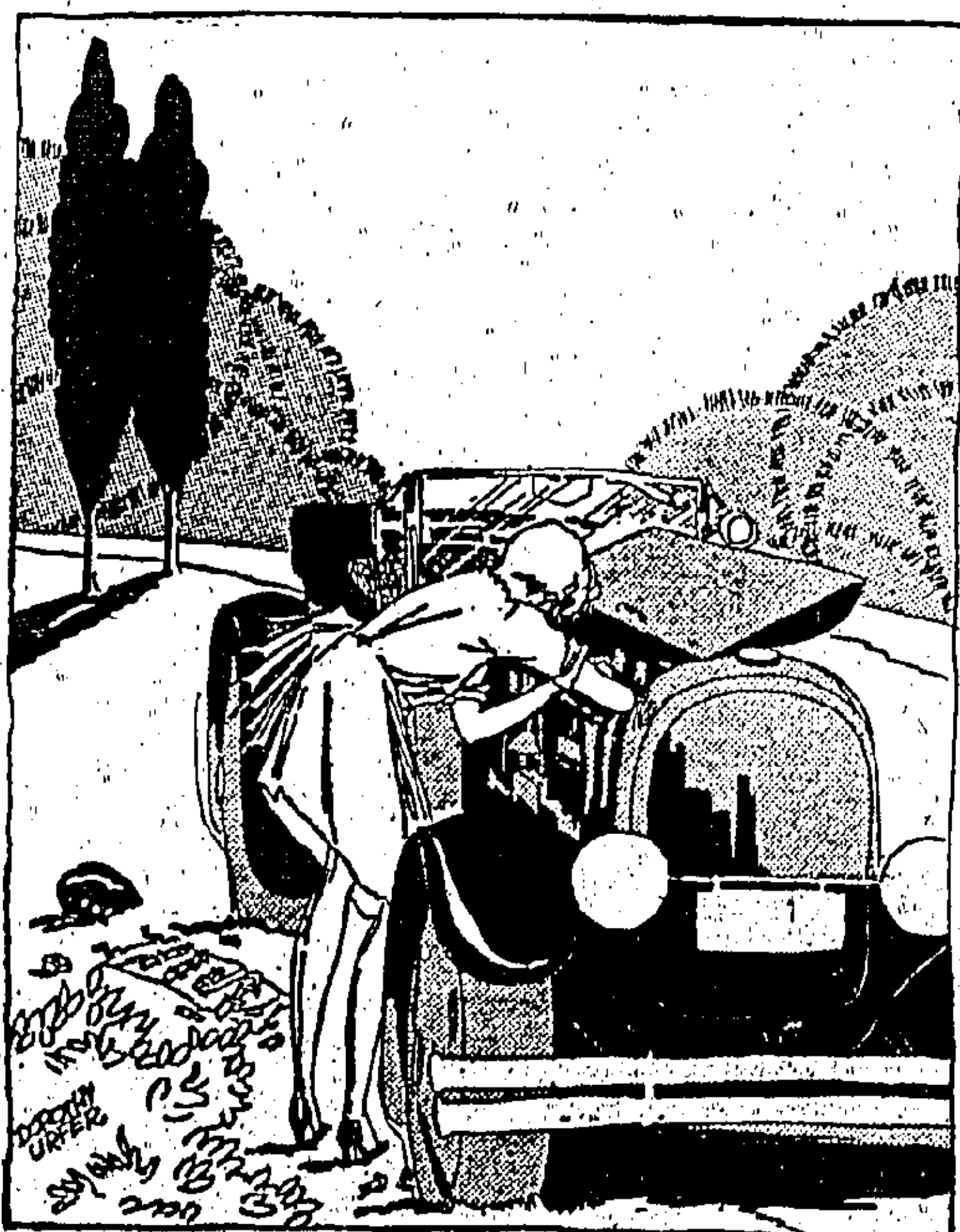
Dangerous Turning.

Motorists should pay particular attention to the danger caused on the Garden Road as the result of chairs suddenly coming on to the road from the Cathedral Path. Quite recently a serious accident was narrowly averted owing to a motorist accelerating in order to ascend and pass a chair before it reached the left hand side of the road. The chairs suddenly panicked, one making an effort to regain the Cathedral side of the thoroughfare, while the other stoutly persisted in his endeavour to reach the left of the road before the car came up. The driver of the car should have appreciated the difficulty, and slowed down, but instead of adopting that course, he merely sounded the horn several times, adding to the confusion. The fact that he managed to pass was merely a matter of luck. Discretion clearly indicated stopping.

Buses For Malta.

The progress of the motor omnibus which is fast supplanting tramway service in many British cities, and is now leading to the shutting down of rural railway services in remote districts, where they are unable to compete with motor omnibus competition is now extending its beneficial influence overseas. One of the latest and most interesting developments is the formation of a new company, who have acquired control of the somewhat primitive motor omnibus fleet at Malta, and have planned a much larger and modern system commencing with a fleet of 30 Thornycroft omnibuses of the latest six-cylinder type.

A MISS IN THE MOTOR.



EMU HUNTING.

Novel Australian Sport.

LASSOO AND CAMERA.

Motorcar, lasso and camera in place of high-powered rifles are coming into style as the popular diversion in staging big game hunts in Australia, according to C. S. Fletcher, Studebaker representative.

That this form of hunting is vastly more exciting and more sportsmanlike is pointed out in a letter from Mr. Fletcher, since the new form of hunt calls for release of the quarry uninjured after the chase. He describes the new fashion in hunting as follows:

"The scene of the hunt was thirty or forty miles outside the city of Leeton—right in the middle of the bush. For equipment we had two Erskine cars, a Sedan and a Tourer, a lasso and a camera to record the success of the day."

"After scouring the countryside for a couple of hours, we spied four emus. We singled out one and the chase was on in earnest. It scampered around through the undergrowth and over rough ground that forced us to travel between thirty-five and forty miles an hour. Finally the bird seemed satisfied that it could outrun the car and started across the plain. The going was horribly rough but, by virtue of the absence of trees, the Erskine managed to gain rapidly."

"Capture was effected by 'Texas' Jack, who rode the running board of the careening car and tossed a lasso over the bird's head. The problem then arose of standing behind the emu while photographic evidence was taken. Emus are far more talented in kicking than the toughest mule. Unlike the mule, however, they kick forward instead of backwards and it must be admitted that they are very accurate shots. With the picture made, the humiliated, but uninjured emu was released."

Next on the programme was a kangaroo chase. After hours of cruising the hunters finally caught sight of a big fellow who seemed to offer everything that might be wished for in a specimen.

"We anticipated no trouble in landing him," Mr. Fletcher continues, "but he led us a very merry fifteen-mile chase before finally being captured. Although not classed as a ferocious animal, the kangaroo nevertheless has powerful weapons of defence. His forefeet are equipped with long and extremely sharp claws. With these he can grasp a dog or man in a vice-like grip and rip and tear most devastatingly with teeth and hind claws, while 'sitting' on his strong tail."

"One method of attack consisted of seizing the great tail and lifting it off the ground, whereupon the kangaroo was off balance and practically helpless. Even so, holding the tail is no job for a weakling and getting behind him to seize the tail no mean feat."

"The hunt continued and before the end of the day our bag consisted of five grown kangaroos, four baby kangaroos, one emu, one eagle, five ducks and one of the largest specimens of our most deadly snake—the black snake. The last named, incidentally, was not given the courtesy of release accorded our other captives."

IN PASSING.

Courtesy Signal.

To promote road courtesy, a "Thank you" signal for the rear of the car has been adopted in England.

Operated by a dashboard switch, the signal is similar to a "stop" light, but has the words, "Thank you," on its lens. It is flashed on to express gratitude to a driver who has given the right of way, or swung to the side of the road to be passed.

LIGHTS AND TYRES.

Beating the Signals.

STRAIN ON TYRES.

Traffic lights have brought added highway safety to millions of motorists but they take their toll on tyres.

Every time a car is started, a certain amount of energy is required to move its weight from standing to any given speed. When the car is stopped, energy is again brought into play in about the same amount. Many car owners do not realize that it takes about the same amount of energy to stop a car from a given speed as it takes to start and attain that speed. This energy must be consumed by the tyres and naturally the more starts and stops they go through, the faster they must wear.

Some drivers, in a hurry to rush the traffic light, stop at the last moment when they are caught by the stop signal and dash away again when the light changes to go.

They may beat traffic, save time, make headway, but they also throw a terrific strain on their tyres and it is a costly proposition in the end.

In one test a car stopped four times in each mile without sliding the wheels and accelerated to thirty-five miles an hour as soon as possible after the complete stop. This car wore the tyre tread through half of the design in just a little over 100 miles.

This same car, with new tyres, stopped every half mile and accelerated to thirty-five miles an hour. It resulted in the same tread wear in about 2,000 miles.

This abuse can be modified by letting the car stop gradually and by starting without so much dash and vigour. The traffic lights are operated by a clock and the race to beat them is often futile. With a reasonable rate of speed that will catch the lights in succession, more progress will be made with less wear and tear on the tyres.

VOGUE FOR WIRE WHEELS.

Popularity Predicted.

DISCS ALSO FAVOURED.

There are fashions in men's motorcars as in women's hats and dresses. No real He-men would be seen driving a car that was not in accord with the mode, and there are many who order their new cars every spring about the same time as they overhaul and replenish their wardrobes and with a similar object in view.

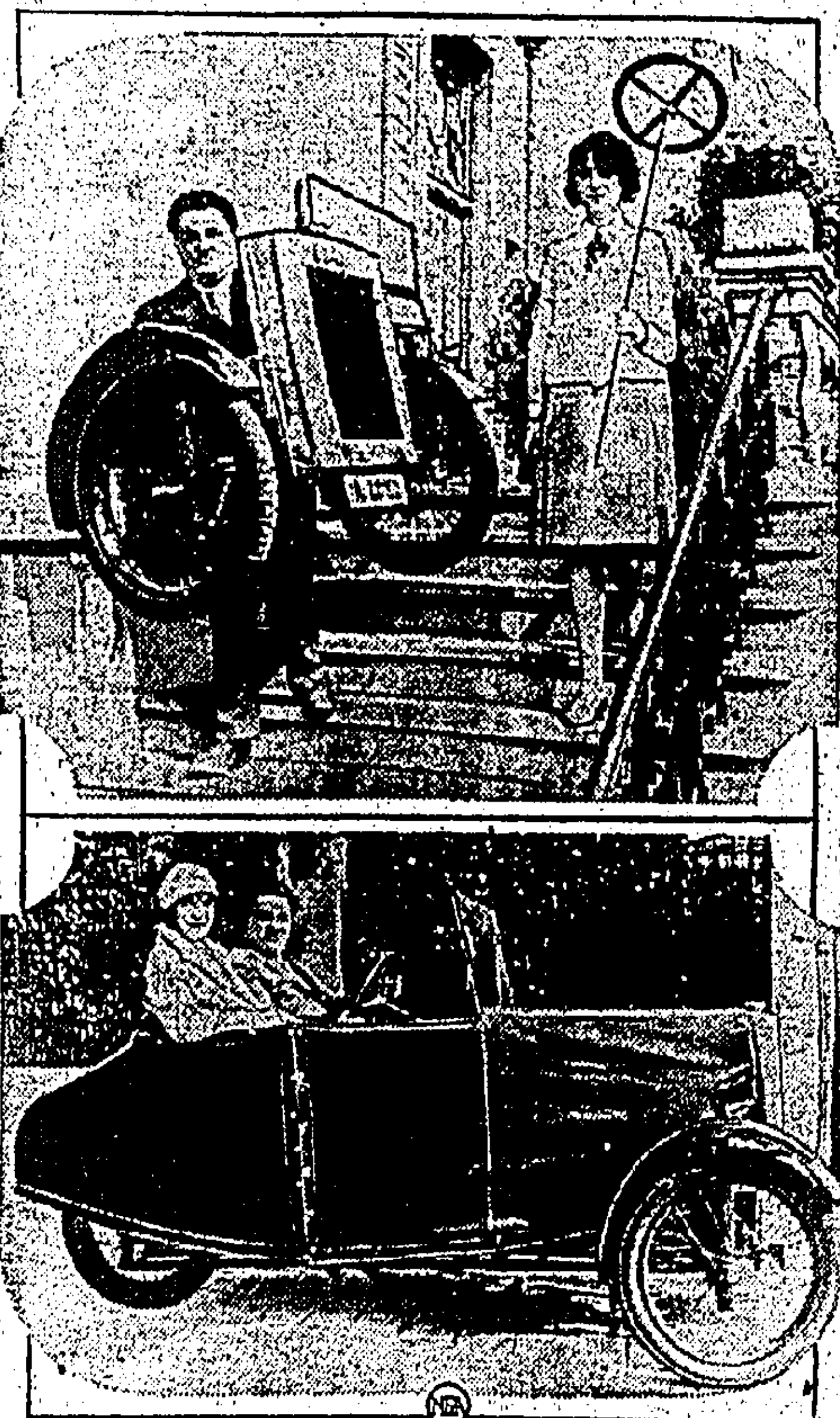
Dame Fashion, who has decreed a high waistline and a low roof in automobiles, is now asserting that only wire wheels can be tolerated next year. At present she has not stated that they must be displayed in all their nakedness, like the lower extremities of tennis stars at Wimbledon. So, presumably, wheel discs will still be in vogue, and there is a practical reason for that.

So popular have wire wheels become this season that garages are charging an extra when they are fitted, and the chauffeurs are grumbling with even more fervid ardour than usual. When discs are fitted the extra work in cleaning vanishes.

But what of chromium-plated spokes, which retain a smart appearance and do not easily pick up the mud? Last year a well-known wheel manufacturer introduced a chromium-plated wire wheel, while it is notable that chromium-plated spokes on wire wheels fitted to American cars are being seen fairly frequently.

Is this going to prove an accentuated type for smart cars? We cannot say, because Dame Fashion is a fickle lady. Wire wheels will be seen on even the most popular makes of cars at the Olympia Show in October, and Mayfair may look askance at an innovation that will certainly be popular in Ebury. It may be fashionable to have dazzlingly plated discs.

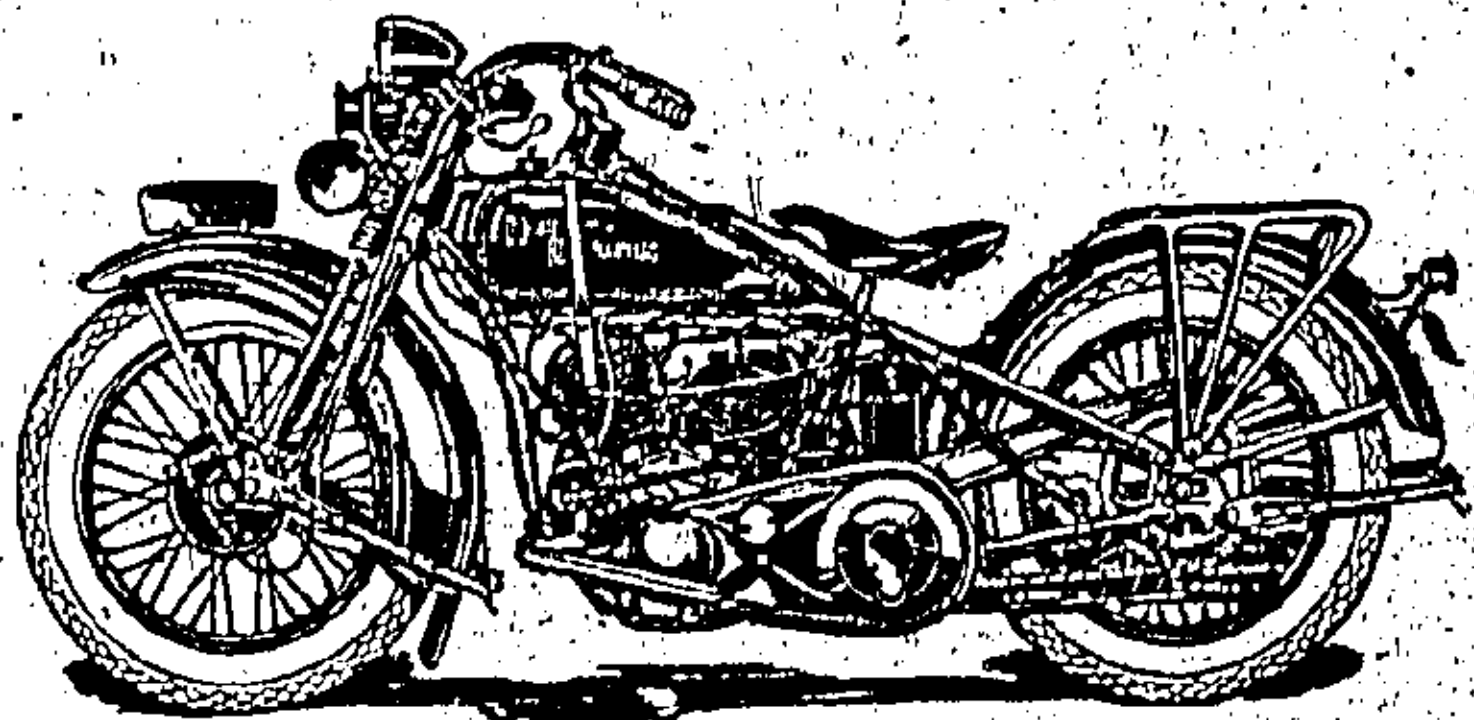
JUST PARK IT IN THE HOUSE!



Move the refrigerator over a little, sweep out a convenient corner, and park your car. You could do just that if you owned one of the new baby automobiles perfected by Herr Zschka of Germany. The body of the car is made of canvas, and can be taken off and rolled up. In the upper photo Herr and Frau Zschka are shown bringing the car out of their home. The lower photo shows the two of them in the assembled car ready for a spin.

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ULSTER GRAND PRIX THRILLS.

A young English rider, Mr. Graham Water, of Enfield, Middlesex, riding a 499 c.c. Rudge, won the 500 c.c. class in the Ulster Motor Cycle Grand Prix races at an average speed of 80.63 miles an hour.

This speed is unbeaten in the history of motor-cycle road racing.

L. H. Davenport (Wolverhampton), on a 346 c.c. A.J.S., secured the prize for the first rider to finish, and also won the Grand Prix for machines up to 350 c.c. at 76.23 miles an hour.

The trophies for cycles of 250 c.c. was carried off by F. A. Longman, of London, on a 249 c.c. O.K. Supreme at 67.21 miles an hour.

In the course of the race C. E. Nott (Coventry), on a Rudge, lowered the circuit record at 82.36 miles an hour. A few minutes later an A.J.S. smashed the 350 c.c. lap record at 76.21 miles an hour.

S. A. Crabtree, on a Velocette, had a nasty fall and was rushed to hospital with head injuries and a broken arm.

Nott also crashed in the later stages of the race and was taken to hospital with head injuries.

During the first six months of 1929, commercial car and truck registrations in Indiana increased almost 70 per cent. over the same period of 1928. Totals for the two years were: 1929, 922; 1928, 4778.

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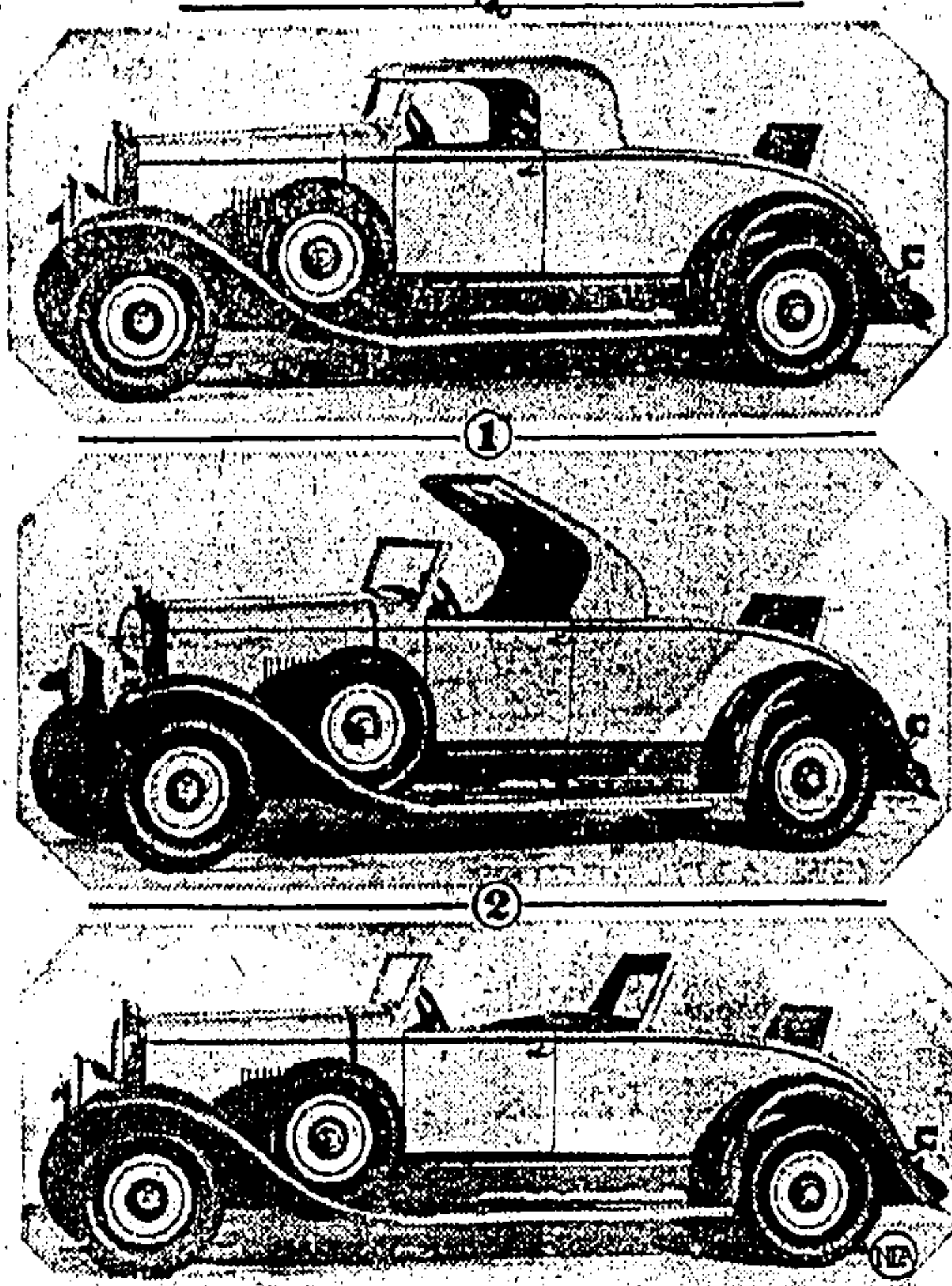
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CAR TOP OR WINDSHIELD.



By throwing back the metal top of this convertible coupe, as pictures show, we may have an open roadster with windshield protection for those in back. It is the invention of B. B. Ellerbeck of Salt Lake City.

A metal top coupe convertible into an open sport roadster is the invention of B. B. Ellerbeck, of Salt Lake City, after six months of study and designing. The invention is designed to allow motorists to drive with the top lowered for the summer, or to obtain protection of a metal top coupe when winter comes.

This convertible feature is gained by dropping the top partly into the body, the forward portion of the roof extending above the body and serving as a windshield for the rumble seat. A transverse window is placed in this part of the top.

The top is pushed down into the body against the action of a cushioning spring under the pivotal connexion at each side. When the top is down it has the same backward tilt as the forward windshield, giving the rumble seat occupants forward vision, but protecting them from excessive drafts.

When the top is up and the door windows raised—for winter use—the car is transformed into a coupe, conforming in appearance with modern body lines.

Has Conventional Shape. "There are three fundamental features which make this a practical construction," says Ellerbeck. "First, the top is only partially housed in the body when lowered. Thus the top may be entirely conventional in shape and elegant in appearance."

Second, the lower edges of the top are flanged outward, this flange pressing up against rubber strip to make the job waterproof and rattlesproof, and also in allowing proper rotational clearance between the top and the forward edge of the deck surface.

Third, the pivotal connexions between the top and body allow both rotational and linear movement of the top, therefore allowing it to be properly positioned when lowered.

Lasts as Long as Car. "The idea of making the forward part of the top with a window in it, and allowing this portion to serve as a deck windshield, also is an important feature of getting a practical construction."

The inventor also points out that a metal top will last as long as the body, and not be liable to ruin as quickly as foldable cloth tops. Further, a metal top is lined just the same as any coupe and is snug and warm during severe weather. Yet the top may be lowered in a few seconds and just as easily as a deck seat is thrown open, with the result that the visibility and airiness of the uncovered roadster is obtained.

The top is supported by springs which may either be coil or leaf. Thus, its weight is cushioned and operation is practically effortless.

USING MORE GASOLINE.

Gasoline consumption in the United States for the first seven months of 1929 increased 14.6 per cent. over the same period of last year. Exports of the fuel increased 13 per cent.

TAKING THEIR TIME.

According to the U.S. Department of Commerce, more than 80 per cent. of the motor vehicles marketed in Latin America are purchased on the deferred payment plan.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

IS YOUR ENGINE OIL SATISFACTORY?

There is oil—and oil—most of it remarkably good but some pretty poor. The use of the latter kind results in unsatisfactory engine operation, unnecessary bother, and excessive wear and tear. It is ultimately expensive, no matter how cheap it is to buy. The following questions may be of help in answering the query which forms the title of this article.

How About Withstanding Heat?

Does the oil you are using retain its viscosity or "body" when the engine is heated up? If not, you may notice some of these symptoms. A larger oil consumption and possibly more smoke than is the case with the same kind of engine having equally well fitted pistons. Does the oil-gauge reading drop off faster, as heating progresses and reach a lower final value than do the oil-gauge readings of other identical cars? Does your engine have even better power shortly after it is started cold than after it has fully warmed up? If so, there is ground for reasonable suspicion that it does not withstand heat well and you may decide to switch to another and better kind.

Carbon Forming Qualities.

Does your engine carbonize unreasonably fast—quicker than other like engines do? If this is the fact and your engine has normally tight pistons and is not run on too rich a fuel mixture, you can fairly infer that the oil you are using is of such a composition that it does not evaporate off the hot piston-heads as cleanly as it should, but leaves too much solid matter. Perhaps some other oil would prove less objectionable in this matter of solid residue.

Ring Sealing and Non-Emulsifying Qualities.

When you drain your crankcase, after the recommended mileage interval, does the oil seem thinner and more densely black than you think it should, although your fuel mixture is properly lean and does it—especially in winter, when there is likely to be more water present—look somewhat foamy and have black sludge in it? If it does, its quality is open to suspicion and you may be justified in trying something different.

Resistance to Low Temperatures.

When you try to start your car, with your garage very cold, does the starter almost fail to turn the engine over and is it a long time before your oil-gauge indicates what it should? If this is the case, it is no sign that your oil is poor; but it may raise the question as to whether you could not find an oil which would withstand cold without thickening so objectionably and still lubricate satisfactorily.

Seasonal Changes in Oil Quality.

Question:—Why is it that the same grade of oil is recommended for use in a Ford engine, the year around, while in the case of most

other makes, a heavier grade is specified for summer than for winter? I get better results by using a heavier grade than recommended, in my Ford. Should I do this? I think the oil in a Ford engine thins quicker on account of the flywheel running in it so fast all the time.

Answer:—Using different oil for summer and winter is less common than formerly because it has become recognized that engine operating temperature can be controlled to about the same value in all seasons, by the use of thermostats, shutter-fronts and radiator covers and with the same jacket water temperature no seasonal change in oil viscosity is required. The thermosiphon cooling system, tends toward uniformly high water jacket temperature and this may be a factor in the recommendation always to use the same grade of oil in the Ford engine. The oil in other engines is "beaten" fully as hard as in the Ford with certainly no less tendency to thinning from this cause. If the use of heavy oil in your engine gives no trouble at starting, there is probably no objection to it.

Superchargers not Marketed.

Question:—Can superchargers applicable to existing cars be obtained? How much increase in speed and power can be expected from the use of a supercharger?

Answer:—No, they cannot. The increase in power developed is large, sufficient to make the use of the supercharger general, on racing car engines, the piston displacement of which is limited to a certain number of cubic inches. Obviously, it is only with wide open throttle that added power is sought by supercharging.

Running With Slapping Piston.

Question:—One of the pistons of my engine is somewhat loose in its cylinder. Will any damage result from running the engine in this condition?

Answer:—No.

NEW TRAFFIC RULES FOR TOKYO.

Apply to Pedestrians as Well as Motorists.

In an effort to unravel present unsatisfactory traffic conditions and provide for future increase of traffic volume, the staff officials of the Metropolitan Police Bureau met recently with various representatives of private and civic organizations to discuss numerous measures which have been advanced for traffic relief.

Not only will the rules to be shortly adopted include motorists but the pedestrian also will come in for regulation. No longer will the pedestrian be permitted to wander at will on the highways and byways of Tokyo and suburbs and likewise the motorist will not be permitted to indulge in his favourite pastime of playing "hide and seek" with street-cars, bicycles, cabs and the like. If the new regulations are even half enforced, the lives of motorists and pedestrians alike will undoubtedly be more peaceful.

Some of the Provisions.

Article 8 Clause 1, as it appears in the new rules and regulations, does not particularly apply to ordinary motorists, as it covers only trucks, passenger buses and similar conveyance on tramway tracks. Ordinary passenger cars and motor-cycles may use such tracks as heretofore.

Article 9, Clause 2, applies to pedestrians and prohibits all such from crossing a street immediately in front of or in the rear of a street car, automobile, motorcycle or other moving vehicle.

The amended Article 2, Clause 3, Section 2 applies to all moving vehicles and a strict enforcement will be made. This new regulation provides that all vehicles must come to a complete stop when approaching a railway or tramway crossing, if it is the intention to cross such tracks. Crossing to be made only after it has been ascertained that no train or tram is approaching.

Article 14, Clause 4 applies to automobiles and is designed as a safeguard for street-car passengers at tram-stops. The new rule

provides that an automobile or other vehicle approaching a tram stop or safety island when passengers are boarding or alighting from cars, must drive slowly and cautiously at least 12 feet away from the island or street platform. As soon as the tram proceeds to a safe distance the automobile may resume its original speed, providing as much space as possible between the tramcar and automobile when passing. In cases where there is no safety island or platform, the automobile must be brought to a stop behind the tram car and must not proceed until the tramcar moves ahead.

The amendment to Article 14, Clause 5, Section 2 prohibits the motorist from turning and proceeding in the opposite direction at any points except regular street crossings.

The Stop and Go Signals.

Article 17, Clause 6 provides that automobiles or other vehicles must obey the stop and go signals where provided and when in operation by an officer. If no officer is present however, the motorist should slow down at the stop-line and proceed slowly after first ascertaining if other vehicles are approaching.

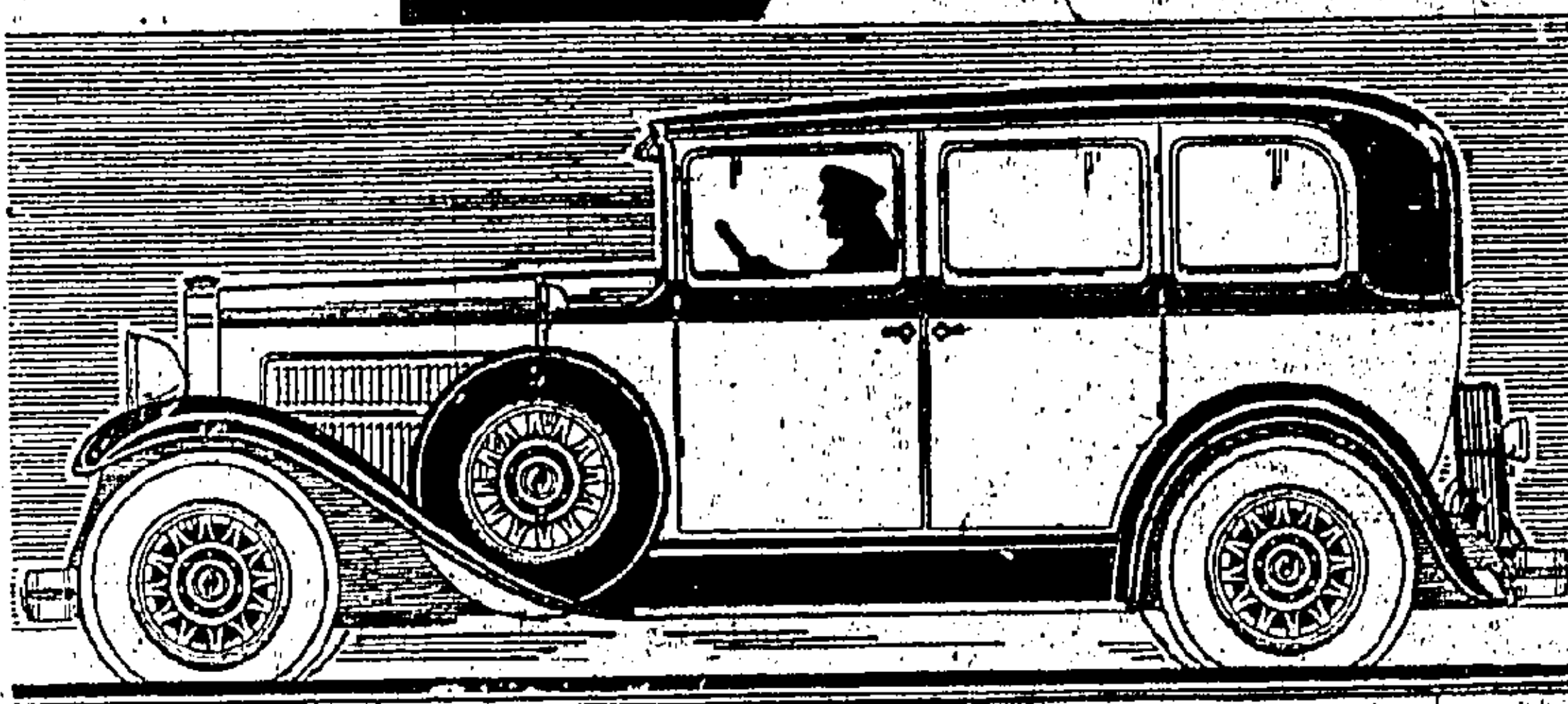
Amended Article 20, Clause 8 prohibits entering the larger or principal streets from smaller thoroughfares without first stopping to determine if the street to be entered is clear of traffic and it is safe to enter. Vehicles travelling in either direction on the principal streets have the right of way.

Article 20, Clause 23 provides that any vehicle approaching a school-children's playground, hospital, athletic grounds, parks or where crowds are gathered, must proceed slowly and with caution.

While the rules and regulations given here have not been released to the public as official, *The Japan Advertiser* has been assured that new rules and regulations substantially as quoted will be issued within a very short time.

Two-thirds of the total of 17,311 passenger automobiles in Ceylon on January 1 of this year were American built, according to U. S. Department of Commerce.

About 10 per cent. of all the gasoline used in the United States is treated with tetraethyl lead, resulting in the ethyl grade sold at gasoline stations.

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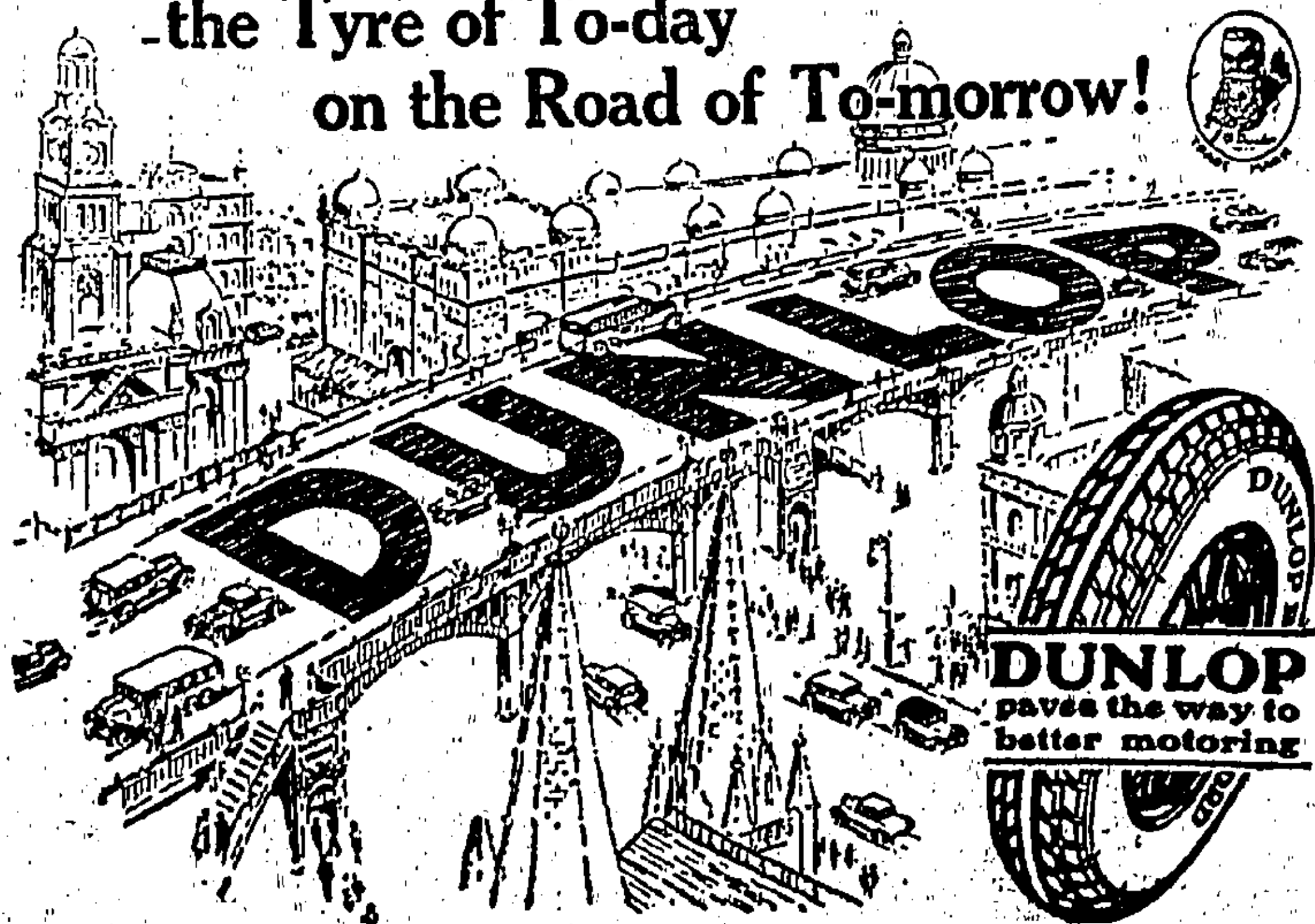
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SPEED-BOATING.

The New Holiday Thrill.

SEASIDE SPORT.

Those enterprising people who know the profitable prospects of catering for public amusement have been quick to recognise the money-making possibilities of speed-boating, as exemplified by the new Thornycroft Sea Hawk motor boat.

Although only introduced at the commencement of this year, quite a number are running at the principal seaside resorts, where they have proved an immediate success with holiday folk, who were quick to take the opportunities of enjoying the thrills of skimming the water at high speeds.

These boats are designed to accommodate 12 passengers and driver, and, as may be expected of Thornycroft productions, are essentially seaworthy and safe in any sea, which assurance also applies to their Thornycroft RB/6 type 140 h.p. six-cylinder marine. The exhilaration of a fast run in a Sea Hawk boat is to be experienced before it can be believed, and it can safely be predicted that the popularity of these boats with British holiday folk and the profitable possibilities for their owners will soon find them in demand for service overseas.

They can, of course, be alternatively equipped for private ownership, giving generous accommodation for individual use.



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MECHANICS,
UNDER EXPERT
EUROPEAN
SUPERVISION—
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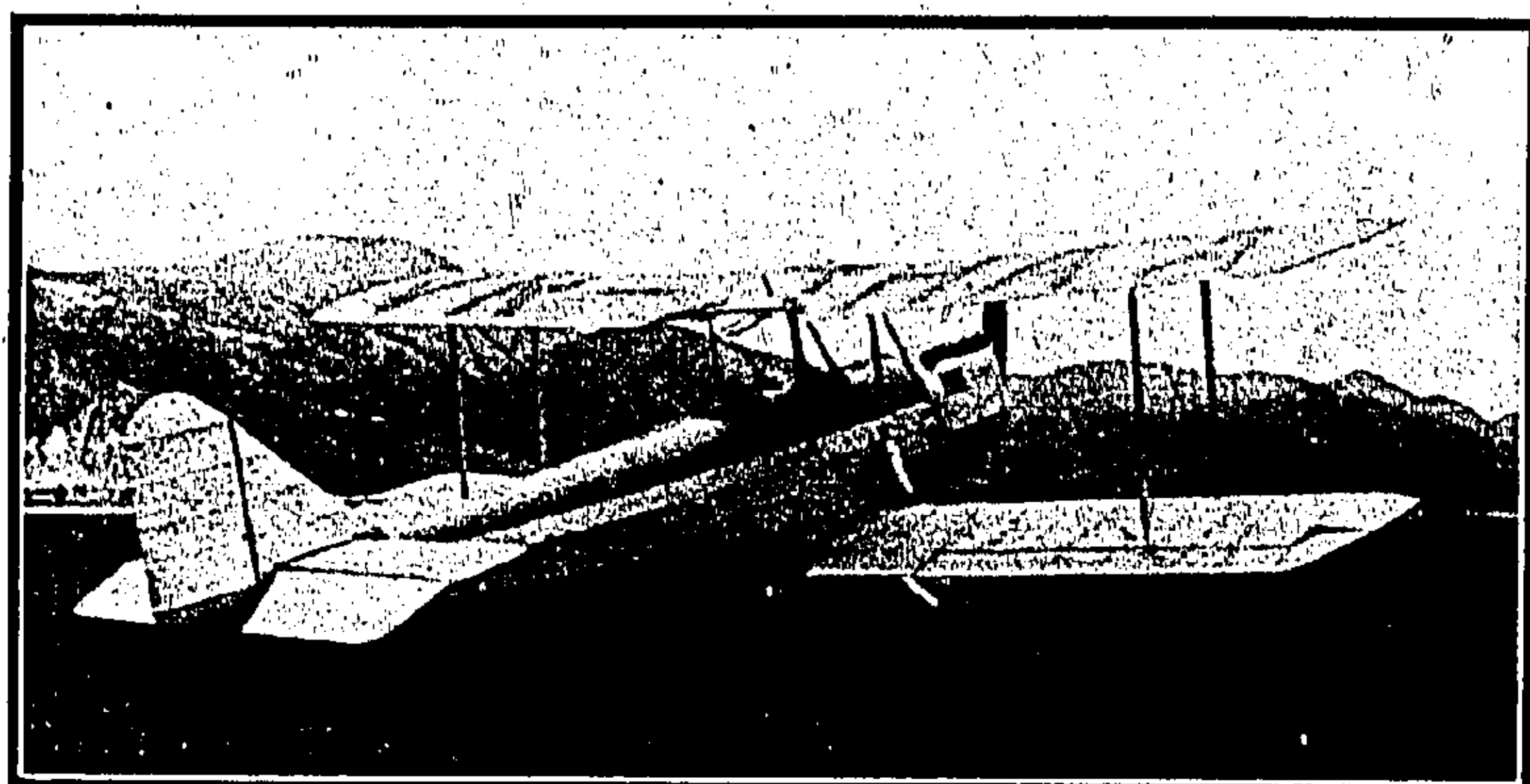
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Pictorial Supplement

November, 2nd 1929.

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CHINA TEA
For Christmas
SEE PAGE 4 FOR OUR
SPECIAL OFFERS
THE CHINA TEA Co.
David House, Hongkong.



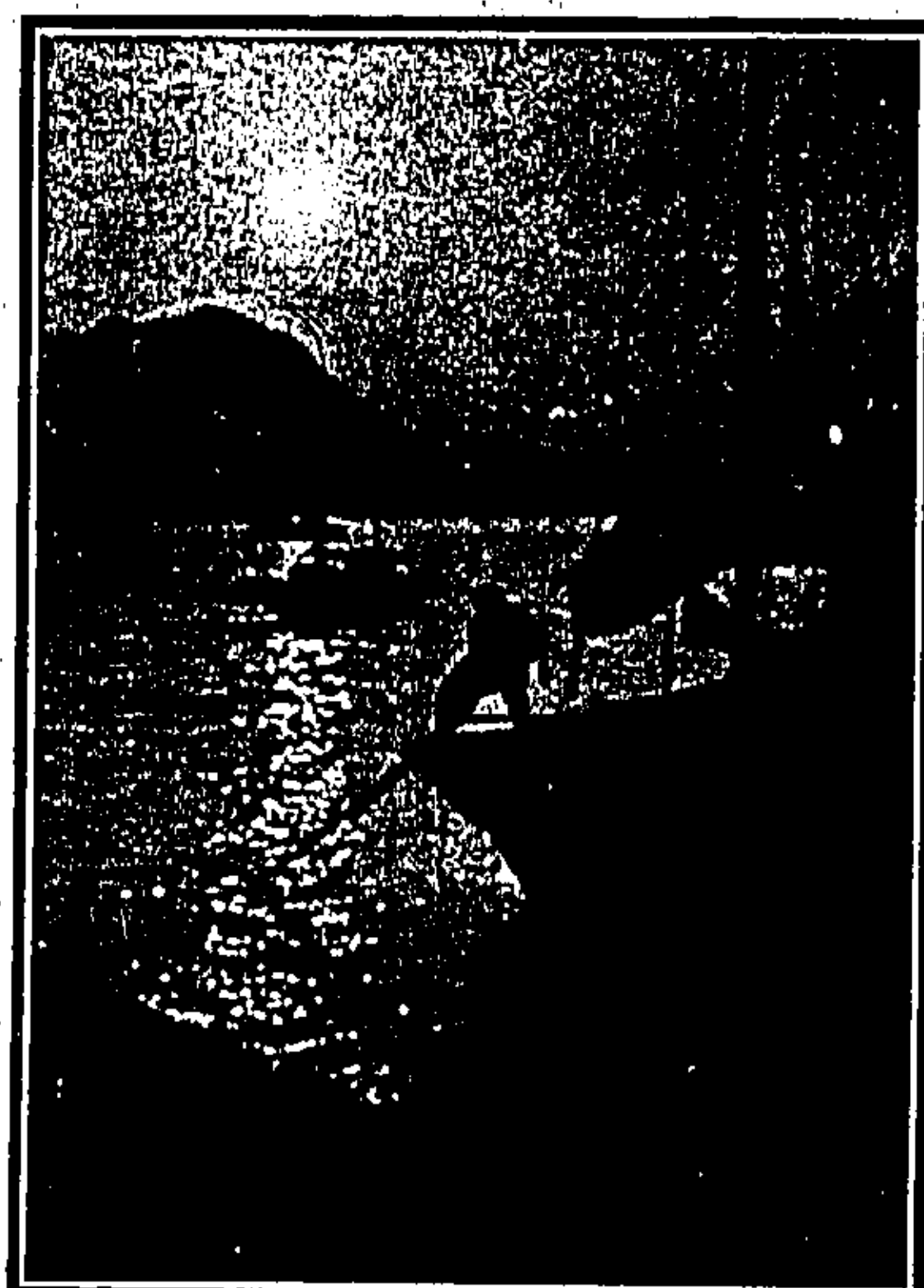
The handy little Avro-Avian machine in which many local residents have had their first flight at Kai Tack during the past week. It is being used for demonstration purposes by the Far East Aviation Company.



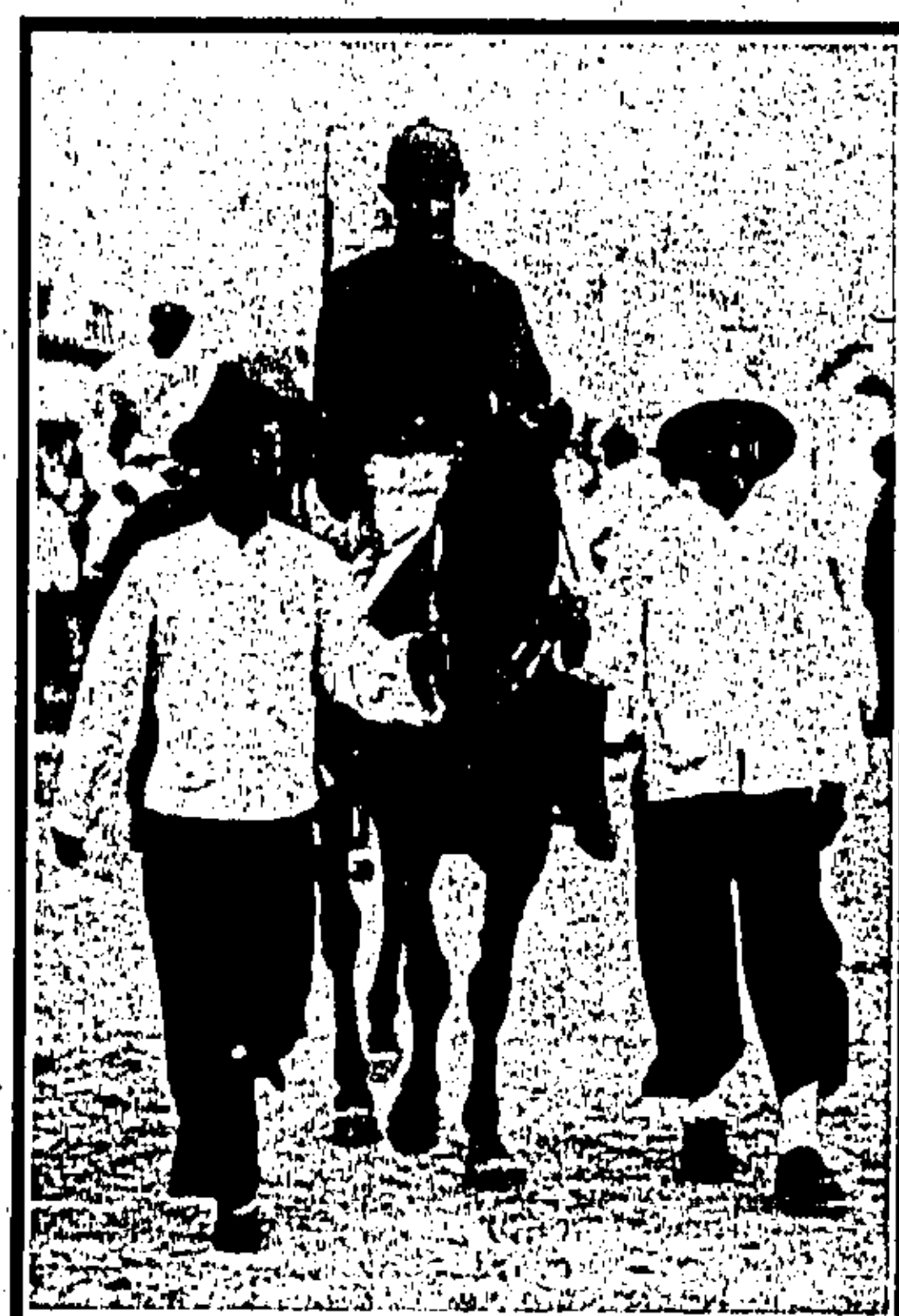
The fair sex trying their luck at the shooting range in the Tungshan Garden Club, Canton, when the German community held their annual celebration of the "Oktoberfest."



The German community spent a happy time at the "Oktoberfest" celebration at Canton recently. Here is a snapshot of some of the spectators.



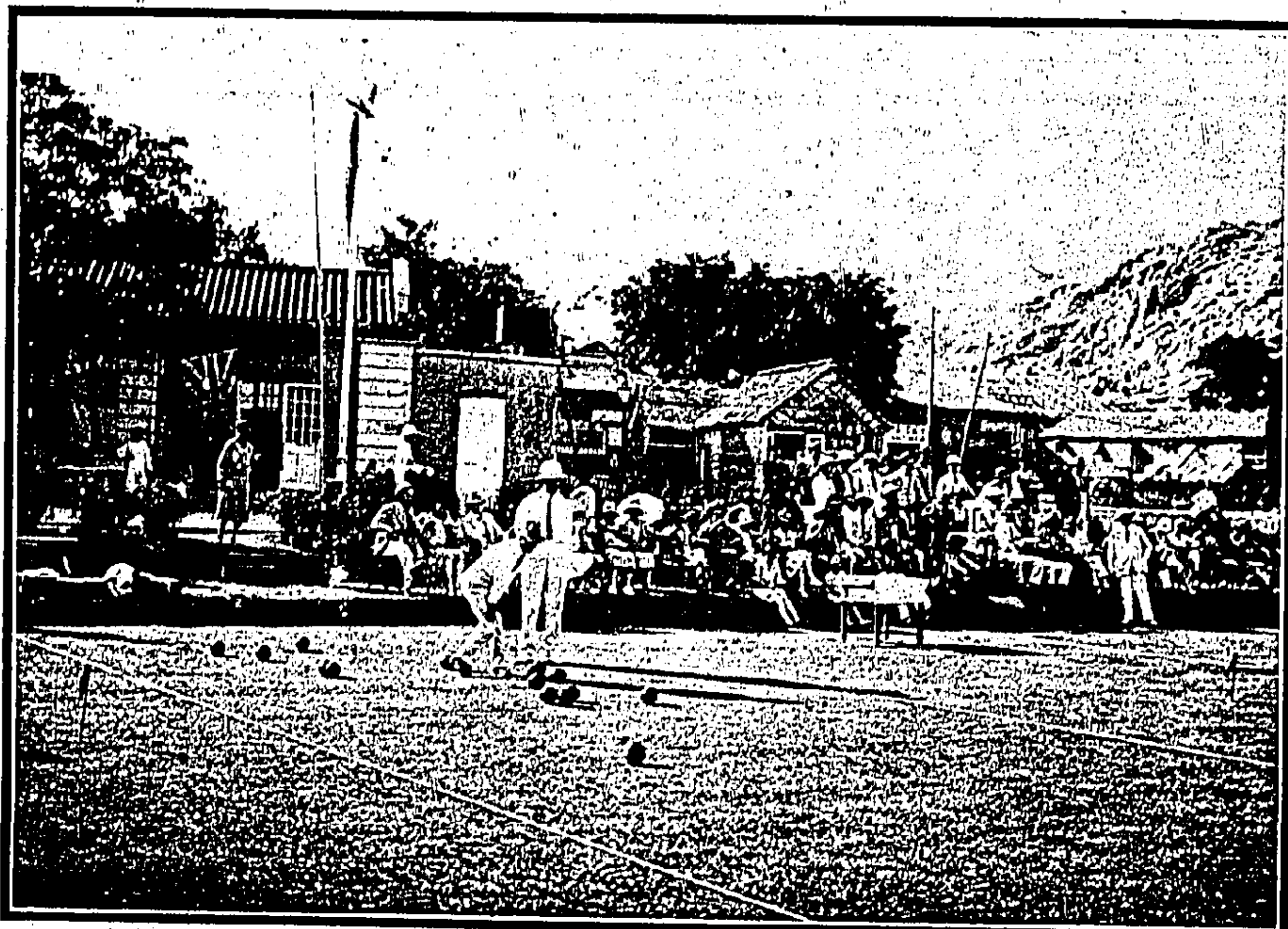
An artistic sunset study taken from the waterfront at Causeway Bay, showing Hongkong island in the background.



San Francisco (Mr. Cave up) is seen being led in after winning the Paddock Plate at the Extra Race Meeting last Saturday. (Photo: Mee Cheung).



Here are seen football players and officials of the Chinese Athletic Association, taken at their new ground, The Stadium, North Point, when a pick-up match was played between the first and second XI's. (Photo: Ming Yuen Studio).



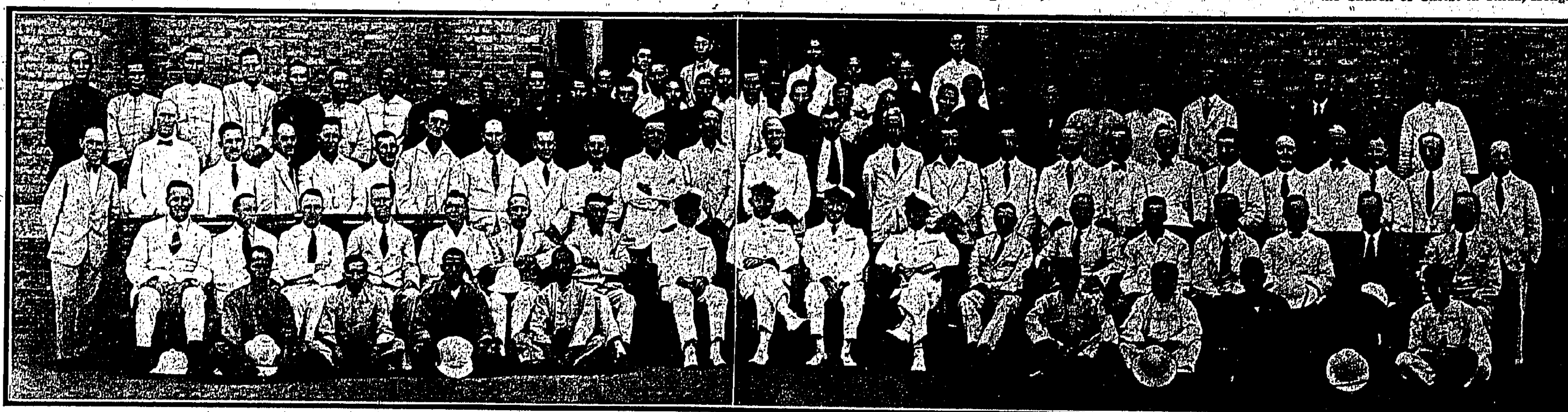
An effective photograph showing one of the rinks and spectators at the final for the Spey Cup between Taikoo and the Civil Service last Saturday. The former won by 20 shots to 11. (Photo: Mee Cheung).



Mr. J. Ferguson is here seen about to deliver a shot in the final of the Lawn Bowls Singles Championship of the Colony last Saturday. Mr. R. F. Luz, who won the match by 21 shots to 9, is seen on the left. (Photo: Ming Yuen).

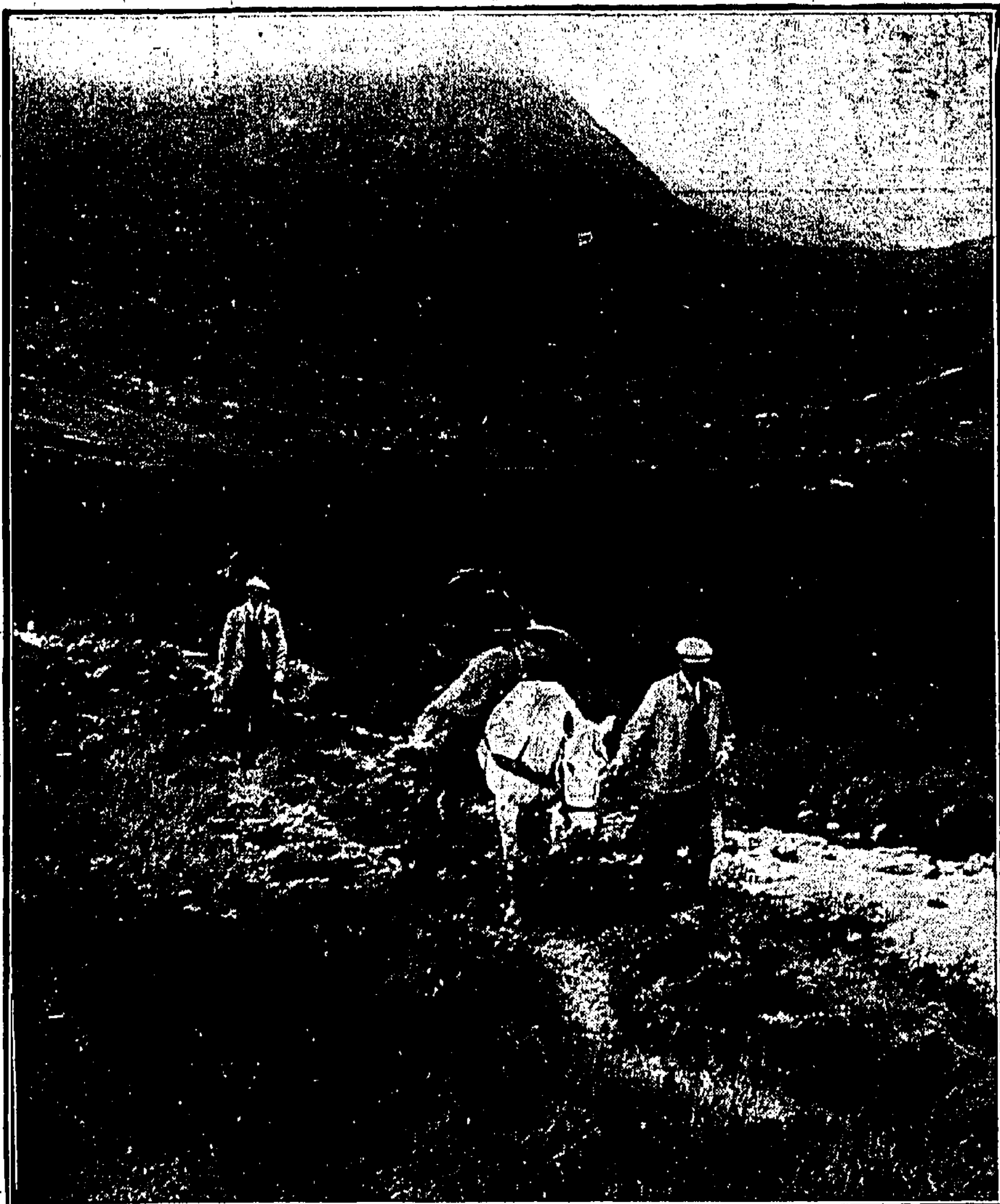


Mr. Lau Mei-yan, son of Mr. Lau Gee, and his bride, Miss Ho Yuk-chung, daughter of Dr. Ho Ko-tsun, who were recently married at the Church of Christ in China, Hongkong.



This photograph of the Chief Engineer and staff of the Royal Naval Dockyard, Hongkong, was taken on the occasion of a farewell celebration prior to the departure for Home of Engineer Captain W. H. Michell, R.N. (Photo: Mee Cheung).

DEER-STALKING IN SCOTLAND.



In spite of somewhat unfavourable weather, deer stalkers have been enjoying a good season among the hills and dales of the Isle of Arran on the Duke of Montrose's estate. Our photograph shows the dead quarry being taken down Glen Rosa on a pony's back. (Times copyright).

A STUDY OF THE FISH-HAWK.



Our picture shows a male osprey returning to the nest with a fish clutched in its talons. This photograph was taken on Mr. Clarence Mackay's island off Montauk Point, Long Island, by Captain C. W. R. Knight. On Mr. Mackay's island, where they are protected, ospreys have increased rapidly. Until 20 years ago they nested in Scotland, but were gradually exterminated. Captain Knight has brought back some young ospreys, and, having trained them as falcons are trained, has liberated them in the hope of establishing the osprey again in Scotland. (Times copyright).

FRIDAY STREET: BUILDING THREAT TO A SURREY VALLEY.



The Severalls estate in the valley where Friday Street lies, six miles south-west of Dorking, is being offered for sale as building land, and it is feared that the spot may be spoilt by modern houses and bungalows. A view of the village showing on the left the wooded land which is to be sold. (Times copyright).

New Silhouettes in Fur



Waistlines, Wide Hems,
And Original Treatment
Of Collar, Sleeve and Trim
Make Winter Wraps
Conform With Changed
Ideas in Dress Styles

II—
Hudson Bay Sable
Completely Bands
This Dolman Wrap
Of White Ermine
Which Is Being
Introduced by
Bruck-Weiss
For Evening Wear.

Bruck-Weiss Favors the Princess
Silhouette and Upstanding Collar
In the Brown Caracul Dyed Lynx
From Which This Model Is Made.



III—
This Mink Model From Gunther's Concentrates Its Interest
In the Huge Cape Collar of the Same Dark, Eastern Fur.
Line and Cut Are Designed Especially for Tall Young Women.
This Model Being an Exclusive Adaptation From Fagun.

IN no phase of woman's attire are the latest style trends more definitely recognized than in the new fur coats. Any lingering doubts as to the triumph of femininity are dispelled by the unanimous decisions of the furriers.

It is just as well to face hard facts and get adjusted as quickly as possible—this is going to be a difficult season to wear last year's clothes. For several seasons there has been little change in the general line of clothes. Coats particularly have differed but little, in minor details, from one year to the next.

This year the coat achieves an entirely new silhouette—it is no longer a straight garment, wrapped around the figure—it has a definite outline, with an acknowledgment of the natural waistline and greater width at the hem. And it has worked out entirely new ways of trimming collars and cuffs. It applies fur with quite a different ideal than ever before, and in every possible way co-operates with the new ideas that have been worked out in dress.

Sleeves particularly are revolutionary—the old fur-banded cuff being quite passe—the new sleeve has a definite cut. It may be bell-shaped, or it may be close fitting with a bell-shaped cuff that flares back toward the elbows, or it may have its fur banding at the elbows or even above, and the wrist quite plain and fitted. Fur is combining the qualities of warmth and allurements in a more marked degree than it has for many seasons.

The fur collar of this season may be a natural fox scarf that is lightly attached to the coat and worn about the throat in any way one would manipulate a separate boa, or it may be a scarf of fur that may be tied into a charming bow at the throat on a very cold day and thrown aside when the weather is less wintry. It may be a fitted Medici collar that frames the face and absolutely cries for one of the new off-the-forehead turbans that make some women look like lovely ladies from the Renaissance.

In skins we find much emphasis on broadtail and caracul. Both are treated like materials, sometimes being pleated and folded as velvet would be. They appear in all shades of tan and brown and shiny black. Mink will be very popular with those who can afford it, as will be sable and dyed ermine. Most interesting garments are achieved of shaved rabbit and of the novelty furs that completely camouflage their humble origin and make magnificent garments.

Illustrated today are typical models that express, each in its own way, the new feeling in fur coats, and show some of the newest and smartest details.

I. HOW furs may be effectively combined is demonstrated by this model of dyed caracul with the wide band of dyed lynx at the hemline. This stresses the slim, princess silhouette and the upstanding collar. A nice restraint is shown in making the coat entirely of the caracul except for the hem, and great slenderness and chic is thereby achieved.

II. EVENING COATS were never more luxuriant, and they come in all lengths; some considerably shorter than we are accustomed to see, abbreviated so as to reveal the costume beneath.

A typical example is this luxurious dolman in white ermine banded with Hudson bay sable in golden-brown tones. The combination of ermine and sable is a happy one that brings out the best in both furs.

Fur coats designed for evening wear are often lined and trimmed with velvet and show luxurious linings that harmonize with the fur, instead of forming a contrast.

III. THE scaled figure is wearing one of this year's loveliest mink models from Gunther's. It is cut on ample lines, with an easy swing to the skirt, but the whole interest is concentrated on the huge collar which folds over in a luxurious manner.

The really chic mink coat can never be too extreme, and its beautifully modulated stripes are never so effective as when they are unaccented by trick cutting and intricate patterns. Only a slender model would wear a collar quite so wide as this one, but on the tall young woman with a queenly carriage it is a triumph of line and cut.

IV. ANOTHER rich, and likewise very expensive, combination is shown in this other princess model which flaunts a diagonal line of silver fox against a background of black broadtail. The fox may be worn about the throat when it is desired. The rippling hemline is completely in harmony with the flaring cuffs and the whole effect is that of grace and lilt.

V. CHARMINGLY adapted for the smaller, and shorter woman, is this model in summer ermine from Bruck-Weiss, with its smartly cut sleeves and the scarf collar that is capable of several different adaptations. Here the lines are simple and uncomplicated, and there is no possible suggestion of weight or clumsiness, something the small woman must always guard against in selecting her fur coat.



IV—
In This Model
Bruck-Weiss Uses
Black Broadtail
As a Background
For an Original
Diagonal Trim
Of Silver Fox.



V—
The Simple, Uncomplicated Lines
Of This Bruck-Weiss Model
In Summer Ermine Are Especially
Adapted to the Small Woman.

A CAR FOR CHRISTMAS?

MAKE YOUR CHOICE FROM FOUR SUPREME VALUES—

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Morris Chevrolet**

EACH A LEADER IN ITS PARTICULAR SPHERE.
BOOK ONE FOR CHRISTMAS MORNING.
THE HONGKONG HOTEL GARAGE.

Hongkong Telegraph.

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There is only one way to know the exact condition of your eyes—an examination by an expert. You may think you see well, but are you sure? Find out. Have your eyes examined to-day. If a simple evening's pleasure ends in a headache, look to your eyes.

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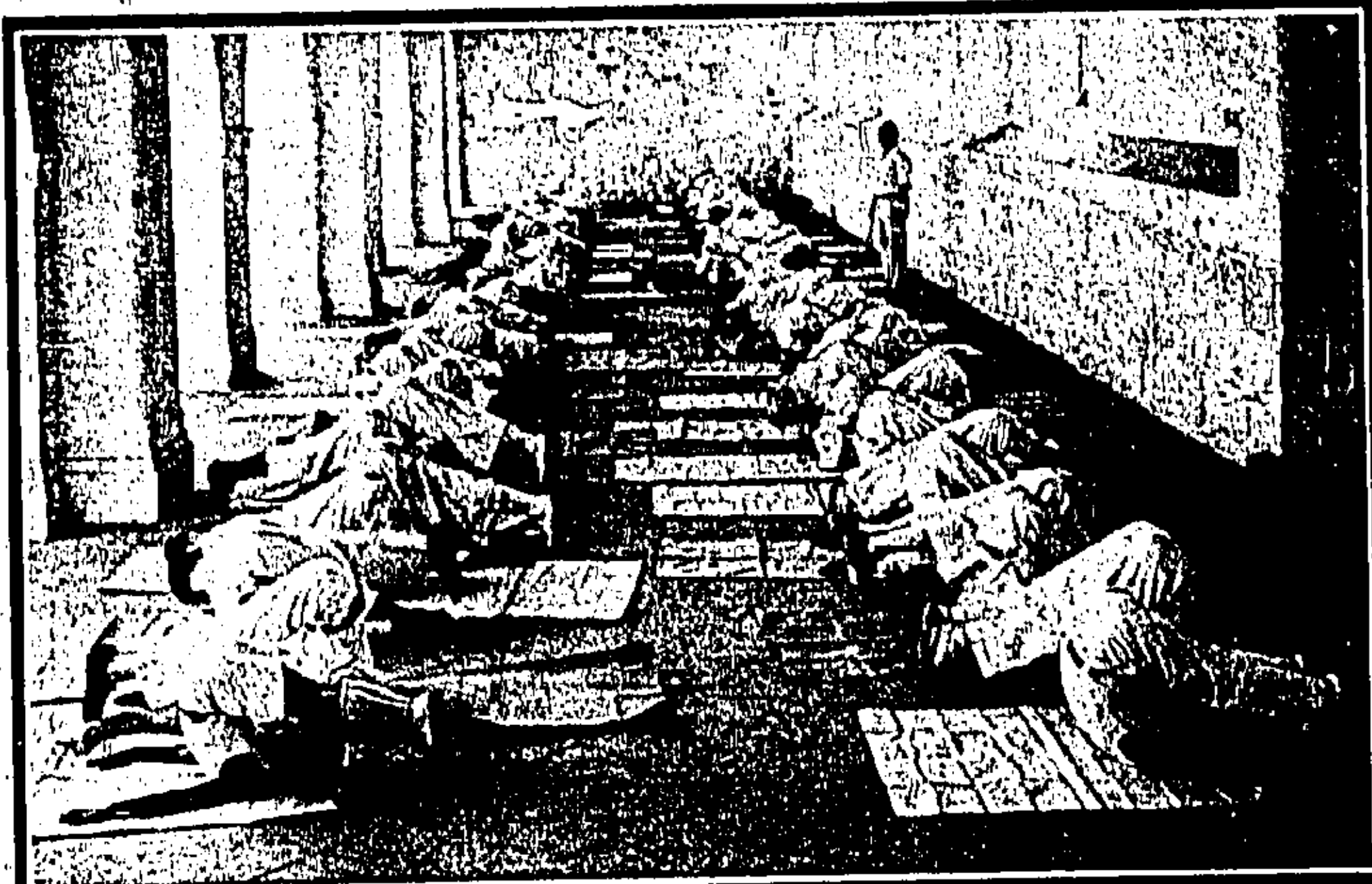
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NEW FOLDING PUSH CARS \$12.50
FIRST FLOOR SHOWROOMS.

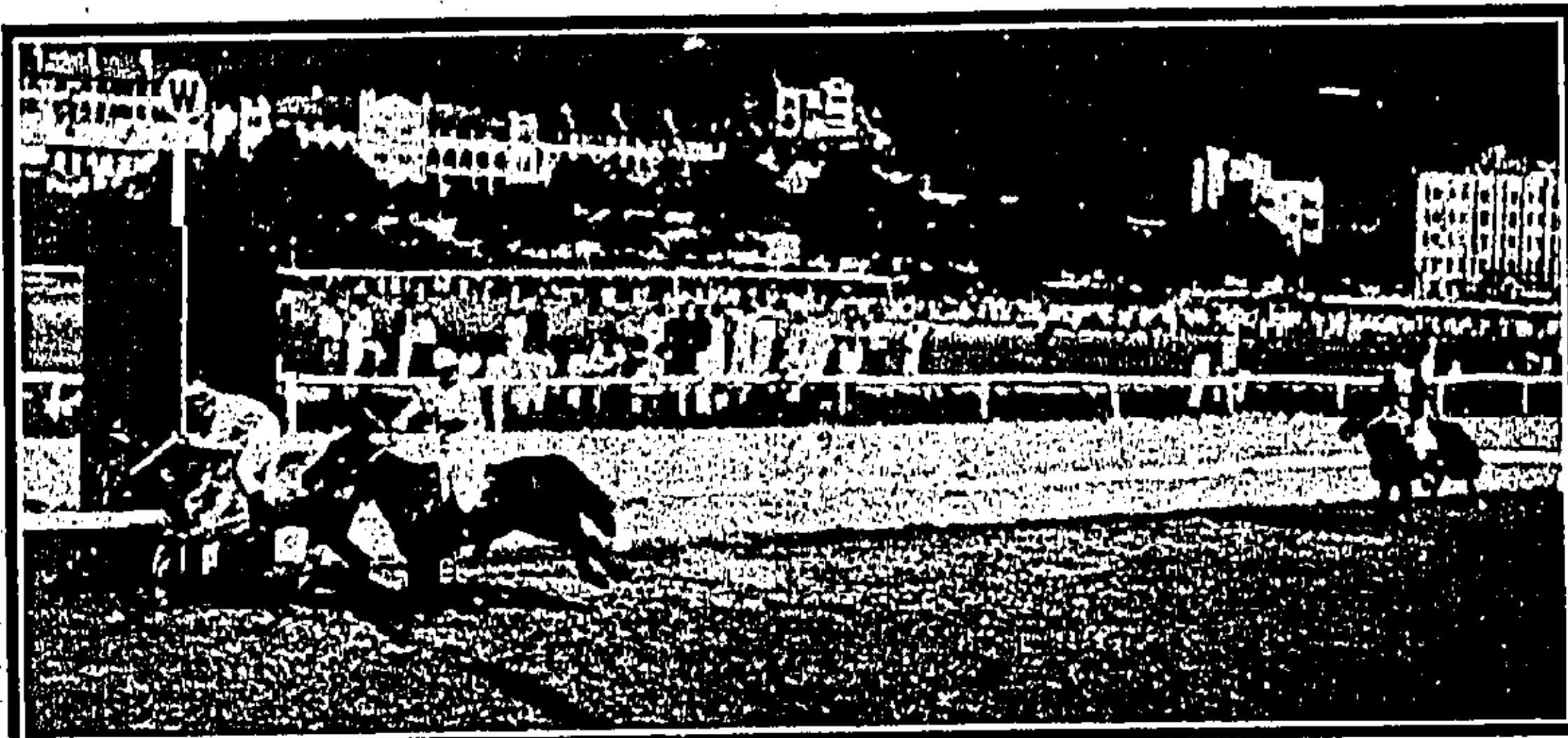
Whiteaway, Laidlaw & Co., Ltd.



The K.O.S.B. polo team which won the K.O.Y.L.I. Cup. Left to right:—Lieut. Elliot, Capt. Abbot, Lieut. Shillington, and Lieut. Welsh. (Photo: Mee Cheung).



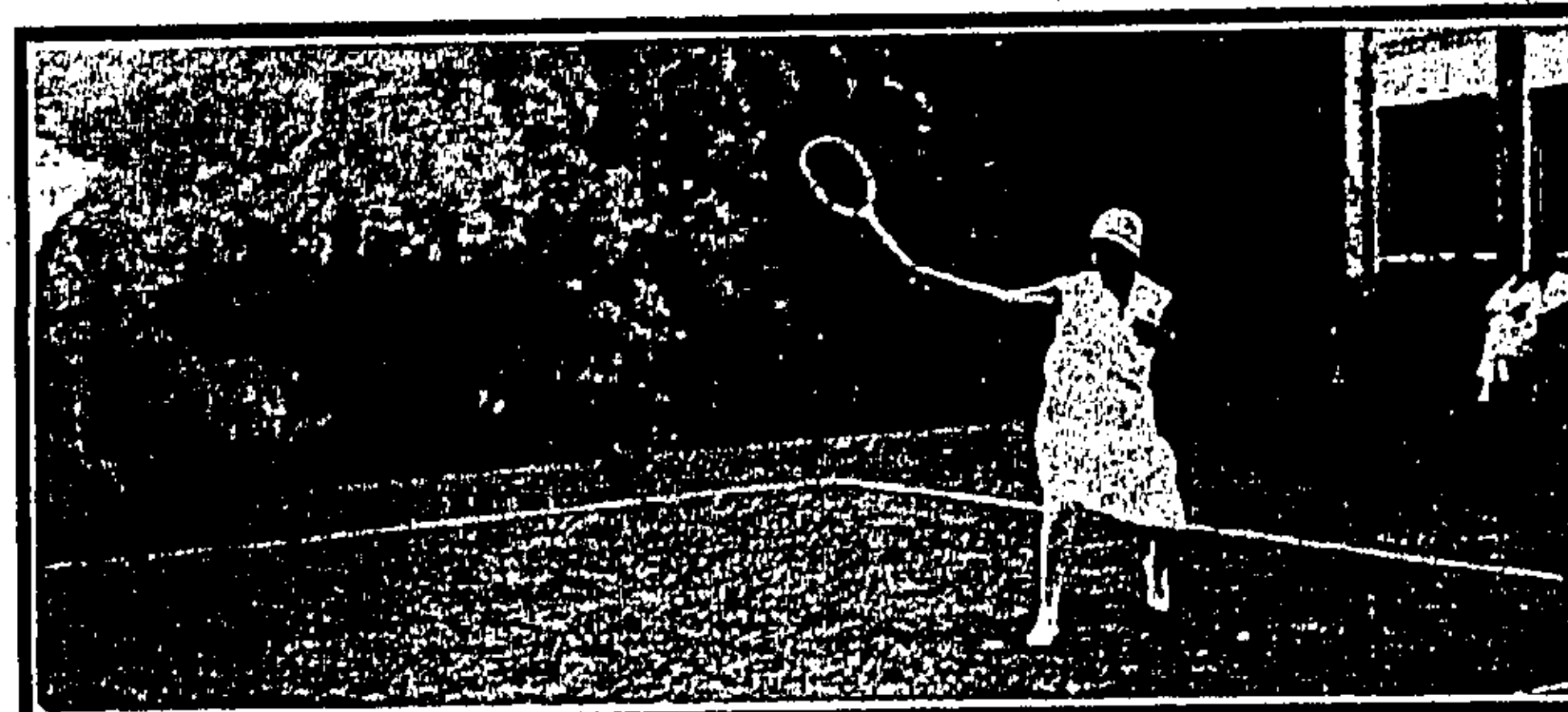
This is not a preparation for the administration of corporal punishment, but students of Wah Yan College doing physical drill under Professor Mauricio. (Photo: Mee Cheung).



Above, the finish of the Aggregate Stakes race at Happy Valley on Saturday, showing Winsome Stag winning, with Christmas Chimes second. The latter won the cup. On right, Winsome Stag is shown being led in. (Photos: Mee Cheung).



A line-out during the Rugby match between H.M.S. Berwick and the Club on Monday, when the naval team easily won. (Photos: Mee Cheung).



Top, Mrs. James and Mrs. Chiu, who met in the semi-final of the Ladies' Singles Championship on Monday; bottom, Mrs. James, the winner, in action. She meets Mrs. Tottenham in the final on Tuesday. (Photos: Mee Cheung).



Some of the children who marched through London to Westminster Cathedral in connexion with the celebrations marking the centenary of Catholic emancipation. (Photo: Central News).



H.M.S. Berwick's Rugby team, which defeated the Hongkong Football Club on Monday by 18 points to nil. As will be seen, they are a sturdy lot of men. (Photo: Mee Cheung).

THE AUTOMOBILE REMODELING LIFE.

The Age of Communication.

[By James D. Mooney.]

On the night of July 13, 1789, a young Parisian cobbler named Jean Lenoir went to bed at his accustomed hour. On the morning of July 14th he arose, dressed and broke his fast. He then laboured until nightfall in his tiny shop at 14 Rue Piepus. After a dinner of thick soup, potatoes, black bread and wine, he took his diary and wrote in it: "Rien d'extraordinaire aujourd'hui" (Nothing out of the ordinary to-day).

The Rue Piepus is situated a little more than a kilometer from the Place de la Bastille. On that 14th day of July, 1789, a mob of men and women stormed the prison, freed the prisoners and razed the building to the ground. Young Lenoir could have seen the clouds of dust over the Housetops had he not been so busy at his bench. If he had listened, he might have heard the shouts of the crowd and the spasmodic fusillade of the handful of defenders. He saw and heard nothing. For him, "rien d'extraordinaire" had happened that day.

Years passed, and then the age of communication dawned. There followed a complete revision of every practice, every habit, every value that mankind knew. In the short span that has since elapsed, the life of the average inhabitant of the Western World has become richer by far than the life of the wealthiest potentate in ages past. The social organism, and particularly the common man's part in it, has altered more radically in the past thirty years than it had in the 2,000 years that went before. Jean Lenoir no longer eats the same soup nor stays dully in his shop from night to morning. From morning to night.

Communal Transportation. It was through communal transportation, at first, that impetus was given to the age of communication. The common carrier, as represented by the railway and the steamship, operated for the benefit of the many. Great masses of goods and of men began to move about freely from place to place. New levels of economic welfare came into being from the quickened ability to produce, exchange and consume in greater quantities.

Mass production and mass consumption were made possible solely as a consequence of the development of mass transportation, and mass transportation remains today the determining factor in the growth of the economic structure.

Parallel with it runs the supporting factor of improved communication. Without the telephone, the telegraph and the wireless it would be impossible to build up and to maintain in an intelligent and coherent state the complex organization that alone can conduct commercial operations on a vast scale.

But if communal transportation has increased social activity and acted so powerfully as a stimulant to growth, what are we to say of the development, only now reaching practical maturity in the United States and merely nascent elsewhere, that is rapidly putting mobility and mastery of destiny into the hands of that ultimate social unit, the family? The necessity for mass transportation will always exist, but its advantages are being tremendously augmented today, and will be augmented more and more in the future, by the extended use of the automobile.

It does not seem an exaggeration to say that the motor car is the greatest creator of wealth the world has ever known. The increased use of individual motor transport has ushered in an era of unparalleled prosperity throughout the world. It is no mere coincidence that national standards of living in each country are higher in almost direct proportion to the extent that the motor car is used.

We do not need to look far to recognize the benefits that the age of communication has brought. If we take the automobile as typical, we find the first and most patent material benefits accruing to the thousands upon thousands of men who labour at these processes of manufacturing. Behind these men there reaches back an endless chain of economic advantage—to the miner who digs the iron from the earth on the shores of Lake Superior; to the plantation worker in Java, drawing rubber for tyres from trees; to the wood-chopper in Canada; to the cork cutter in

Spain; to the men who produce graphite and barium and tungsten and silk and cotton from a score of lands.

Shippers and haulers, dock men and stevedores feel the direct effects as the raw material passes into the factories and the completed product moves out again. Then, reaching in the other direction, is another endless chain, embracing the men who sell the cars, the men who service them, the men who sell oil and gasoline. Behind these are the workers in the oil fields, the distilleries and the tank yards, all creating new wealth.

Realty Values. Then there are the less visible but equally potent factors attending the use of the motor car. Perhaps the most obvious benefit resulting from the growth of automobile registration in the United States is the increase in realty values that has accompanied it. Suburban areas have crept steadily outward from their urban centres. In many places waste land a mile from the railroad station has become solidly built up. Father would never have taken the family into the hills unless mother with the trusty car were ready to drive him down each morning to the 8:15.

Equally significant with the movement of the city dweller to the open spaces is the return of the farmer to gregariousness. It was against all laws of human experience for the settlers of our West to scatter themselves over the countryside at intervals of two, five, twenty or fifty miles. Man has always huddled in and about small towns. He is a highly social animal, and only economic necessity forced him, in our own pioneer days, in the opposite direction. By the simple expedient of annihilating distance the motor car has brought him back as close to the village as the peasant in previous ages.

There is no land so remote that it does not know the manifold blessings of the age of communication; no people, far or near, whose lives have not been broadened and brightened by the coming of the motor car.

In the tropical fastness on the west coast of Africa, where the railroad, the telephone and the telegraph are unknown, where the only habitations are the rudest of huts, you will find the automobile truck hauling copra and peanuts to the ports. Sprinkled among the trucks you will see a surprising number of smart American passenger cars filled to overflowing with native blacks.

On the rim of the Arctic Circle, in Reykjavik, Iceland, American

taxi-cabs pound over cobbled pavements. The narrow streets of Cairo and Bagdad and all the cities of the East are as warm with the same cars, the same trucks, the same buses that ply the boulevards of Denver and Boston and Los Angeles. At a "dangerous intersection" in the city of Suva, in the Fiji Islands, a half-naked, bushy-haired traffic policeman solemnly turns his "stop" and "go" signals at regular three-minute intervals from dawn to dusk.

I remember a trip I made a year ago up-country from Rio de Janeiro in Brazil through the vast State of Minas Geraes. In a little village more than 100 miles from the nearest railroad I stopped at a modest building which housed what we would know here as the "general store" of the community. The proprietor had prospered, in his way, and a year before had bought an American automobile. Prior to that it had taken him, in his bullock cart, more than ten days to go to the railroad and back again. His wife and daughter had been there twice. The rest of their lives they had spent barefoot, dressed in the simplest calico, in the little village of 200 souls where they had been born.

Today, with his motor car, this man goes down to the railroad at least once a week, and once a month he takes his family with him. The wife and daughter wear silk stockings now and emulate the latest Paris fashions. There are three radio sets in the village and nine other motor cars. One banana grower has just discovered that he can move his entire crop to the railroad, instead of letting two-thirds of it rot on the ground, by using a motor truck for his hundred-mile haul. Prosperity is coming to that little village, and education is coming with it, and certainly a higher degree of happiness.

Extraordinary Things. Jean Lenoir could not write in his diary today "rien d'extraordinaire" for very extraordinary things are happening. If the Bastille should again be attacked, some eager friend would certainly hasten to telephone him about the interesting event. He would switch off his electric drills and hammers and rush out to the corner shop for the latest edition of *Le Petit Parisien*. He would see the photograph of the first ally, taken by that journalistic enterprising photographer from an airplane, and he would read what his own compatriots thought about this portentous happening. Then he would digest the comments of the press in London and New York and Melbourne and Buenos Aires. Returning to his shop, he would listen in for a while on his radio, and after a time, being

LOWER BODIES.

Smaller Wheels Predicted.

A few weeks ago a car carrying Pennsylvania license plates bobbed up in California and later in New York City. It drew a crowd wherever it happened to be parked. This car was so much lower than the average car on the road that it immediately was evident that some different type of construction was employed than that used in the ordinary car. And this certainly was the case. The car was a front drive type. The front of the car toward the driver and the propeller shaft was a short unit that took the drive to the two short axles at the front of the car. The rear axle was simply a dead member with a wheel spindle at each end. All steering and propulsion was through the front axle.

Because of this type of construction, with no differential under the rear seat and with body well down in the frame, it was possible to make the car so low that the appearance was very striking. The way the passers-by stopped to look at it and thronged about it was very good evidence that the public is interested in this type of vehicle.

While it will never be possible, as far as we can see now, to lower the car which drives through the rear axle as much as is possible with the front drive it is possible to make many of them lower than they are now and we may expect to see some further developments along this line. As far as the front drive is concerned, its future is very problematical. There are at least two which are about ready to be placed on the market. They have been under test in this country and abroad for a number of years. A front drive car once held the record for a lap around the Indianapolis Speedway, so it is not something that is altogether new even though it has not been offered to the public in any quantity and at any kind of price.

assured by an extremely persuasive announcer that all was well and that the crowds were no longer obstructing traffic, he would take his car from the garage and drive to the spot.—New York Times.

Benefits of the Low-slung Car.

However, this is not a dissertation on front wheel drive cars. They are merely mentioned as one of the ways the engineer has up his sleeve to make cars lower if the public ever insist upon it. From an engineering standpoint there are many arguments for and against the front drive.

It is certain that with present road speeds it is very desirable for a car to have a low centre of gravity. There is a feeling about a low hung car that inspires confidence in the driver. When rounding a curve, the car will not tend to get up on two wheels so easily, and it is easy to feel this when driving. A car that hugs the road well is restful to drive as compared with one which has a rolling tendency on curves.

There are a few steps that every maker can take in keeping the car close to the ground. Some have not handled the situation in the same way as others, but in general, lowness is being secured by the use of small wheels, the doubledropped frame, low mounting of body in the frame, underslinging of springs and low seating. The lower seats require greater body length or else the car will be short on leg room.

It is not likely that we will go any smaller on wheels. The eighteenth-inch diameter wheel is small enough. In fact there are many who do not believe in using wheels as small as this. With the smaller wheels there is always a problem in getting enough clearance under the brake drums. With this small wheel the brake drum is almost the size of the wheel.

What of the Future.

The double-dropped frame is expensive, but in spite of this it is beginning to find its way down into the lower price classes. It was at one time the mark of an expensive car. Its use permits the body to stick up over the differential housing while at the same time the body is kept low at the centre of its length.

The lines of the car also contribute to low appearance. The

GOOD ADVICE.

Walking to the Common Danger.

"This poor woman appears to have acted like a silly hen," said Mr. D. Cowburn, the coroner at a recent inquest at Camberwell, S.E., after a jury had found that her death was due to the careless manner in which she stepped off the pavement.

"I only hope that this case will be a warning to others not to cross the road heedlessly. It has been held by His Majesty's judges that there is a duty on motor drivers to take due care, but there is a duty equally imposed on pedestrians to take reasonable care, and not suddenly to dart backwards and forwards, giving drivers no chance."

Wise words which every motorist will endorse.

A COSTLY HABIT.

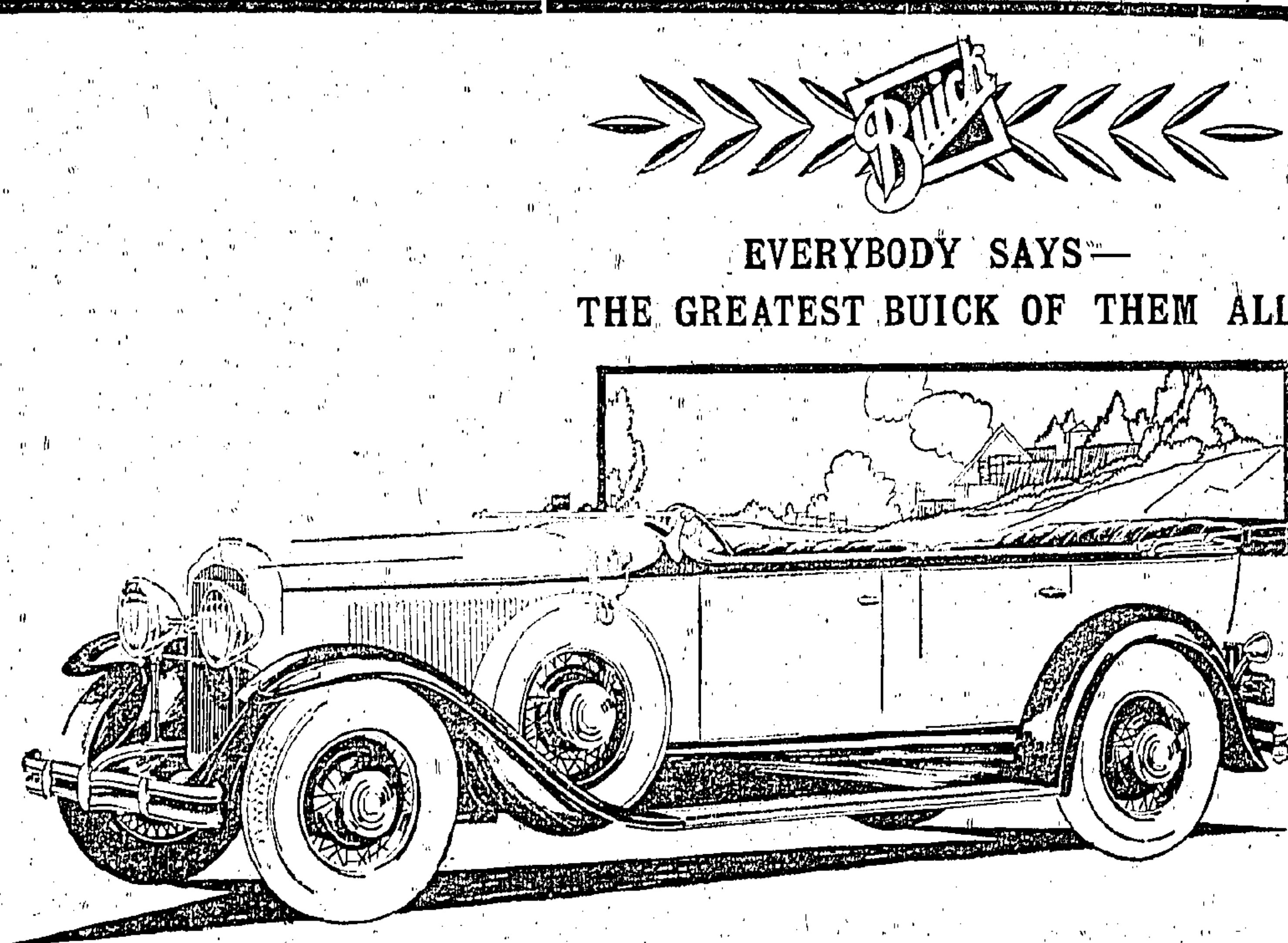
A costly habit is that of "riding" the clutch. Slight pressure on the pedal causes the clutch to slip and consequently heat up. Heat burns the clutch plates and chars the friction surfaces.

To smuggle watches across the Canadian border, Americans have concealed them in the spare tyres of cars.

This is bootleg with a "tick" instead of a "bick."

straight belt line and hood give an appearance of length without great height. This is what makes a car racy in appearance, and when the body is set low in the frame in addition, with a top that is of the proper height and with a narrow windshield, the effect of lowness is greatly enhanced. Even though the other expedients were not employed, the effect of lowness would be given by the lines of the modern car, and this, plus the reduction in height, combines to give the exceptional appearance of the new cars.

Reports from many sources all bear out the fact that the low trend will continue, and if this is the case, as it no doubt will be, we can expect the future to bring forth some interesting motor cars.



1930 MODELS NOW ON DISPLAY.

14" Wheelbase Marquette Models	G\$1,470 to G\$1,600
118" Wheelbase Buick Models	G\$1,800 to G\$1,940
124" Wheelbase Buick Models	G\$2,240 to G\$2,275
132" Wheelbase Buick Models	G\$2,195 to G\$2,890

EVERYBODY SAYS—
THE GREATEST BUICK OF THEM ALL

Those who have taken a ride in the New Buick speak in glowing terms of its marvelous comfort.....even on the roughest roads. Buick engineers working in co-operation with those of General Motors and Fisher Body experts have introduced scores of new features and improvements that provide a degree of comfort you'd expect in the most expensive cars. Some of them are described here—but it is only by taking a ride yourself that you will understand why everybody who rides in this New Buick is so enthusiastic about it. And, remember, its beauty matches its performance. Why not arrange for a ride.....to-day.

Buick's front appearance is enhanced by the new shuttered radiator, new fenders and chromium plated headlamps.

The new double-acting hydraulic shock absorbers and semi-elliptic springs give solid riding comfort.

The inviting interiors are replete with everything to assure luxurious ease and comfort.

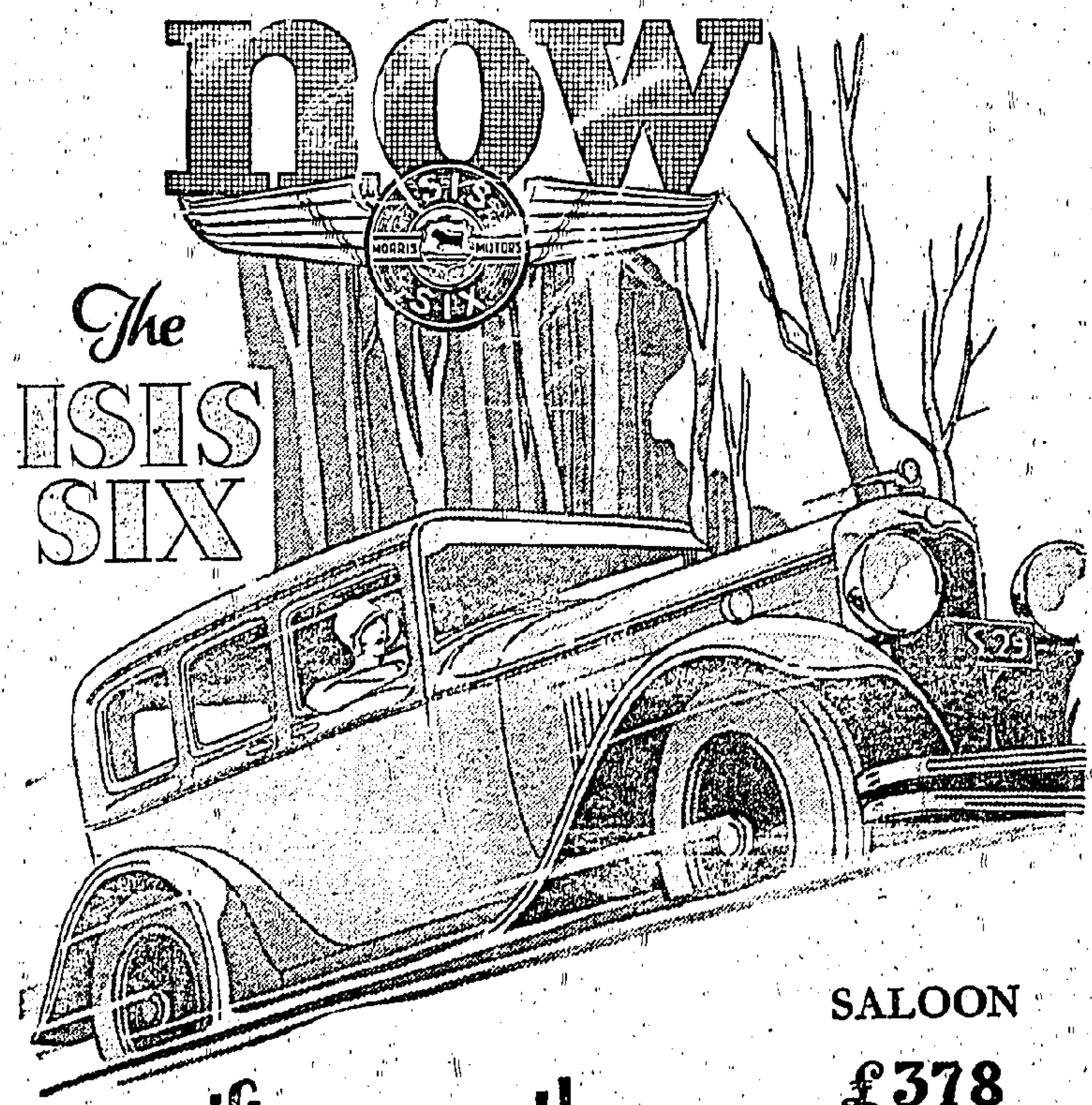
Buick's road-shock eliminator and new steering gear assure marvelous steering control and comfort.

"A Product of General Motors."

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



swift....smooth~
flowing...silent...
like the river that inspired its name

WATCH the speedometer—6 to over 60 on top. See how she holds the road at high speeds—the suspension is so perfect, the body hung so low, yet with ample clearance. Body and chassis are united in a one-piece creelless unit. Feel the steadiness of the steering—no kick or wobble. Here's a six-cylinder engine (18 R.A.C. h.p.) with pent-roof anti-knock head, overhead valves—an engine built for long

life and speed, yet which does over 20 to the gallon.

Here you have the famous Lockheed hydraulic brakes acting evenly on all four wheels. And here British coachwork modelled on the most graceful lines and finished in the beautiful colours now obtainable in cellulose lacquer. Here is something really new—at a price hitherto thought impossible. For this magnificent Six saloon is offered at £300.

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PRODUCT OF MORRIS MOTORS (1929) LTD.

CHAIRMAN: SIR WILLIAM R. MORRIS, BT.

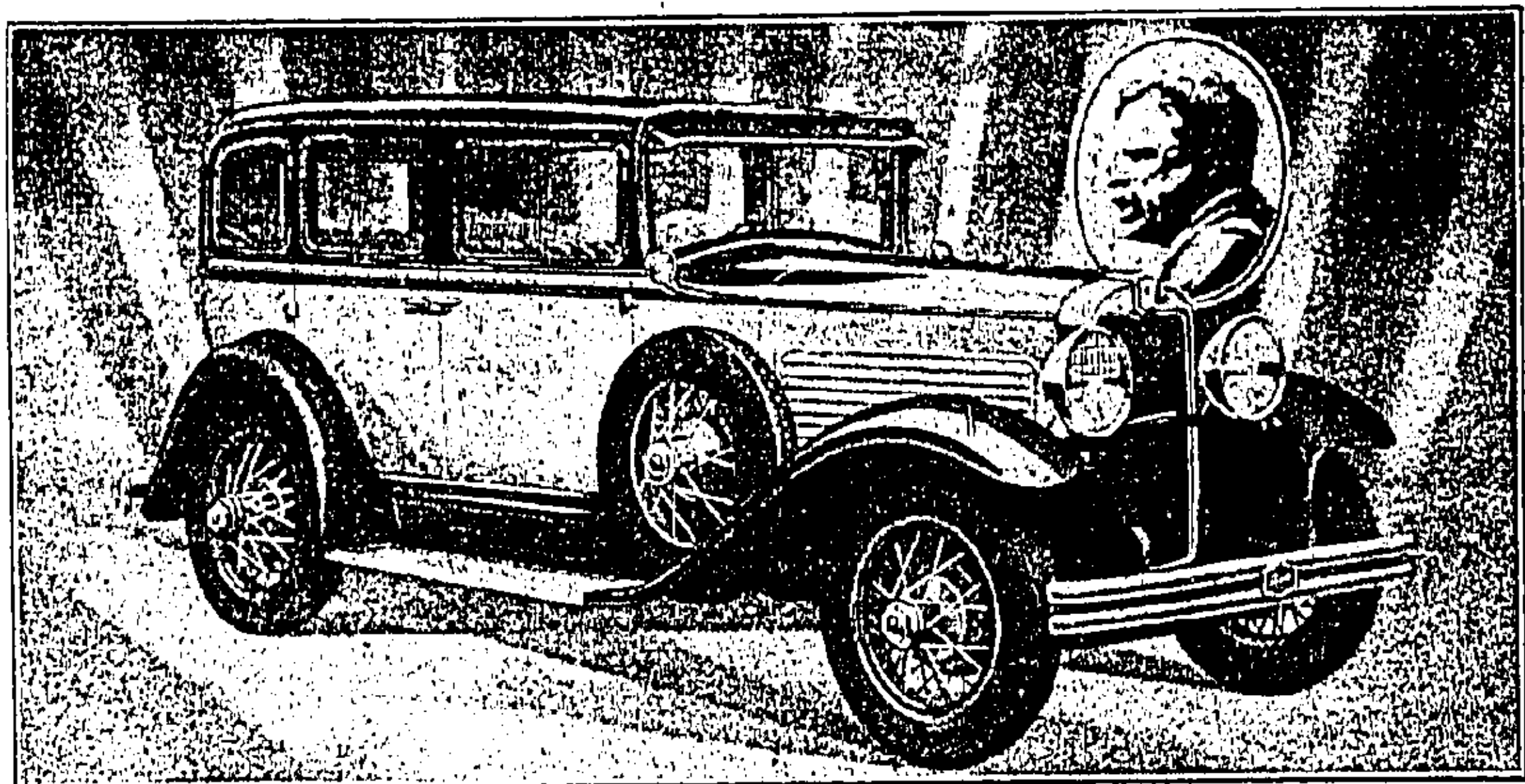
the Roosevelt

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MANY NEW CARS

but not one like the Roosevelt



Full-size, four-door, five-passenger.
Broadcloth upholstery throughout.
One-piece crown fenders.
70-horse-power Marmon-built engine (same motor of slightly smaller bore as in higher-priced Marmon Eights).
Quick, smooth eight-cylinder acceleration.
Wonderfully easy steering and easy clutch action.
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Luxurious, long-wheelbase riding quality.

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DEAL DIRECT.

MOTOR-CAR CENSUS OF SHANGHAI.

Local Problems: Interior Demand.

The progress of the motor vehicle industry in Shanghai has been, one may say, almost phenomenal, as is shown by the quarterly statistics issued by the traffic departments of the S.M.P. and the French Concession. The increase in the number of licensed vehicles during the past 20 months has been steady indeed, and the number of privately-owned cars in the International Settlement between July 1, and October 1, 1929, was augmented by 159. In other words more than two cars were purchased on each business day in the Settlement.

The Racecourse Bottle-Neck.

This article deals in the main with statistics, but many of the "old-timers" will remember when few motorcars were used for business purposes in Shanghai. Not so many years ago the traffic problems of the police departments concerned richas and carriages; new motorcars block the roads during rush hours. In 1920, few cars could be seen on the thoroughfares during the rush hours, but the picture to-day is as different as day from night. Two steady streams of cars stretch from Yates Road (both on Bubbling Well Road and Avenue Edward) to the Bund. The usual run between these points during normal traffic is not more than seven minutes, while at noon the driver may expect to spend 20 minutes on the journey. As an example of the delay occasioned by the large number of cars, one may instance the congestion between Mohawk Road and Thibet Road from noon to 2.15 p.m. of great inconvenience to motorists.

In 1909, there were but a few nondescript machines on the roads. On October 1, 1929, 20 years later, official statistics show that there are no less than 11,725 motor vehicles of all descriptions licensed by the French Concession and the Settlement. Of this number, 7,231 have been inspected by the Municipal Police while the minority, consisting of 4,495, and their licences issued by the French Municipal Council. In addition to these are cars licensed by the Chinese authorities outside the Settlements.

Settlement Comparisons.

The classifications of power driven vehicles follows:

	Cars	Trucks	Cycles
International Settlement	5088	1404	739
French Concession	3380	988	118

On July 1, 1929 there were 4,450 privately-owned cars in the International Settlement. Three months later there were 4,609, an increase of 159. The increase in motor trucks was from 1,260 to 1,404, and for motorcycles from 706 to 739. Unfortunately these statistics from the French Concession are not at hand, but it may be said with safety that the increase approximates that in the International Settlement. Fifty more hire cars were registered in the district north of Avenue Edward VII in three months and trucks for hire increased in number from 608 to 718.

In our issue of October 8, it was shown that in 1927 as compared with 1926, that the import of motor cars in to China dropped from 4,499 to 3,328, and that in 1928 this figure had again risen to 4,065, more than 50 per cent. of

the shortage having been overcome.

Whether the increase in Shanghai alone from 1928 to 1929 is indicative of a general increase throughout all China ports is not known, but the healthy balance of seven months here—January 1, 1929, to July 31, 1929—of 1,521 cars, as compared to 1,667 cars for entire year of 1928, may be taken, we think, as an index for several years to come for China in general, providing, of course, that "upsets" in the political situation do not occur.

Tls. 8,000,000 and Rising.

Estimating the average value of a motor car, landed, at Tls. 2,000, China paid more than Tls. 8,000,000 for motorcars in 1928. During the first nine months of this year, it is estimated, that at least 1,900 cars passed through Customs here, this figure being based on 1,521 cars for seven months. Again using Tls. 2,000 as an average price, the Shanghai public and those people in the interior who purchased machines through Shanghai dealers, spent nearly Tls. 4,000,000 on this item—nearly one half as much as all China expended in 1928.

Although no actual statistics are available for the period under review, one may believe that dealers—allowing, of course, 30 per cent. difference between landing price and retail price—paid to the Customs no less than Tls. 630,000. This at 22½ per cent. duty. In the first seven months of this year, 672 cars were shipped direct from America to Shanghai. In addition 561 cars arrived from Japan, most of them having been assembled in Japan with American parts. Only 253 cars from other countries passed through the Shanghai Customs from January 1 to July 31, 1929.

Car Nationalities.

Statistics of all cars operating in Shanghai on October 1, 1929, do not bear out this ratio of Continental as against American-made cars. No less than 13 miles of American cars may be seen in Shanghai in excess of 100. Four British manufacturers have more than 100 cars here. There are two French and one Italian patent in this class. Sixteen American firms have 4,581 passenger machines on Shanghai thoroughfares—3,013 in the Settlement and 1,538 in the French Concession. Of British cars, 1,174 made by four firms, can be seen daily here, while the two larger French representations total 578 cars. The Italian Fiat has 417 cars here.

The popularity of passenger cars in Shanghai follows:

Make	Total	Internat.	French
Buick	941	617	324
Ford	778	388	390
Chevrolet	591	342	249
Morris Cowley	506	274	232
Fiat	417	285	132
Citroen	384	165	219
Studebaker	379	266	113
Dodge	337	209	128
Austin	304	199	105
Essex	301	169	132
Nash	279	193	86
Morris Oxford	246	156	90
Hupmobile	219	155	64
Chrysler	201	111	90
Whippet	198	133	65
Rennalt	194	76	118
Overland	133	87	46
Rugby	121	89	32
Standard	118	89	29
Oldsmobile	111	78	33
Ersikine	94	72	22

OUT FOR A SPIN.



NEW RECORD.

European Speed-boat
Champion.

SEGRAVE AGAIN.

Great Britain now holds the motorboat speed championship of Europe in addition to the world's record speeds of 357.7 miles an hour in the air and 231.36 miles an hour on land.

Sir Henry Segrave, who obtained the land speed record in the Golden Arrow racing car at Daytona Beach, in March, has been declared the winner of the Prince of Piedmont's Cup in the Lido speed-boat races.

Miss England has won the Prince of Piedmont's Cup for the Championship of Europe at the Lido, when she set up a speed of 92.8 miles an hour, neither of Commodore Gur Wood's two entries, the Miss America V, and the Miss America VII, could surpass this achievement.

Miss America VII's best speed over the measured mile was 90.8 miles an hour, two clear miles an hour slower than Miss England. The race for Count Volpi's Cup, over a 16-miles course, opened in the afternoon.

Mechanic Hurt.

Miss America VII, crossed the starting line first, Miss America V, second, and Miss England third. Travelling at 93 miles an hour Miss England passed Miss America V, and caught Miss America VII, before two miles had been covered.

Miss England steadily increased her speed, travelling at a terrific speed, and suddenly Miss America VII, also travelling at about 90 miles an hour, bounded at least 30 feet into the air and on striking the water burst like a shell.

Mr. Philip Wood, who was piloting the boat for his brother, Commodore Gur Wood, was not seriously hurt, but his mechanic, Mr. Johnson, was unconscious when taken out of the water.

This meant that the race had to be re-run. It took the form of two trials.

Miss England won the first at an average speed at 69.23 miles an hour, and the second at 72 miles an hour.

She has thus carried off every international trophy in the meeting.

G.M. IN RUBBER.

Motor tyres are to be manufactured by the Opel Company, in Cologne, and a factory is to be opened shortly.

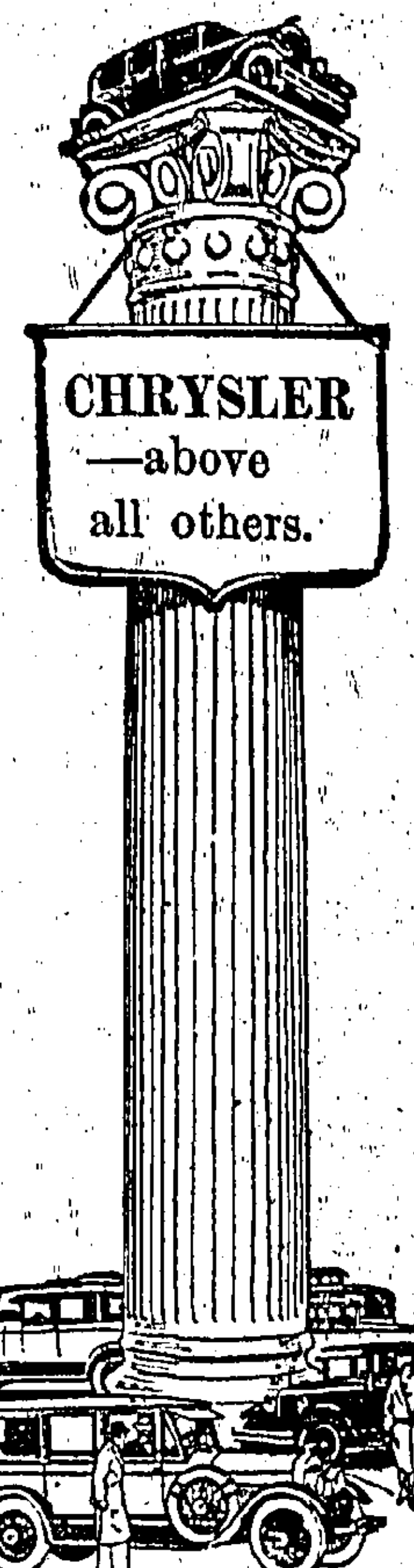
This company is now controlled by the General Motors Corporation.

Statistics show that Buick leads in passenger cars—private and hire—with nearly 1,000 cars, to be exact 941. The ubiquitous Ford is on hand on more occasions, the number of trucks 606, added to 778 passenger cars, making the grand total of 1,384 motor vehicles. The combined total for the Chevrolet—591 passenger and 247 trucks—compounds 838, while the Morris passenger cars and trucks come to 796. In the latter instance, it must be remembered, that 99 per cent. of the Morris passenger cars are privately owned.

In the motor cycle field British makes predominate. Of 11 popular patents, nine British manufacturers turned out 393 cycles of 799 in the Settlement, while two American types number but 114. A large majority of the remainder are also British made.

The Traffic Toll of Life.

This large number of motor driven vehicles, 11,725, do crowd Shanghai roads, seemingly to an amazing degree and as a result, during the nine months, ending September 30, 1929, there were 5,432 accidents in which these types of vehicles were involved in the Settlement alone. No less than 1,526 persons were injured in motor accidents and 77 persons died from injuries received. Taking into consideration only the machines registered in the Settlement, 7,231, the conclusion is arrived at, that, on the average, one of every five machines has caused injury to pedestrians or people in richas or other motor driven vehicles.



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Auto Dept.)

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R. A. C. and A. A. London.

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NOTICE TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

MOTOR BOATING.

Developments in Britain.

OUTBOARDS POPULAR.

It appears strange, in view of the long standing reputation British Marine Motors and Motor Boats have held. Overseas, that until comparatively recently the English attitude to Motoring afloat was one of indifference, the natural reaction to anything with which one is unfamiliar. These days are past however, and a really representative part of the public is Motoring Afloat.

Although many Yacht Clubs have their Motor Boating sections, a recently published list in a leading technical British journal, showed that over thirty Clubs and organisations are concerned in the promotion of Motor Boating solely. Now nearly every Yacht of the larger size carries its Motor tender, and auxiliary Motors are a feature too, of the majority of Sailing craft.

The Outboard is, of course, being accorded a big measure of popularity, this is, however, leading to an increase in demands for the Runabout and the Cruiser once the majority of the uninitiated have taken to the water.

The Automobile Showroom is now no longer an unorthodox setting for Motor boat displays, and while the Public perhaps especially appreciate the real Marine experience that is reflected in the products of Pioneer Motor Boat firms, the fact that the Automobile manufacturers themselves have, in several cases, entered the Marine Market, is a further indication of the increasing demand being experienced. Naturally the increase in the "Home" demand is of interest to the Overseas Marine Motorist because British firms, who will not build down to a price to the detriment of quality, will by these means, be assisted in offering even more attractive value to the Overseas buyer.

The recent International Race Meeting on the Thames proved to be the most important and spectacular motor-boat event ever held in Great Britain.

FIRST IN PIKES PEAK CLIMB.



Glen Shultz, famous race driver, had won seven previous races up Pikes Peak, 14,109 feet high in Colorado, but when he took a Studebaker Eight up this mountain in slightly over 21 minutes and 43 seconds it was the first time he had won this test in a stock car. He averaged 34.3 miles an hour, despite the steep climb and 154 twists and turns, and exceeded the previous stock car record by two seconds, despite unfavourable condition of the course. Shultz, shown in inset, is again shown in the car as he rounded one of the turns.

UNUSUAL FEAT.

Woman Drives Car Across America.

OVER 15,000 MILES.

San Francisco, Sept. 12. Eight years of driving have not diminished the call of the open road for Mrs. Pearl Huntington Doremus, who arrived in San Francisco last week after completing half of the 15,000-mile route which will take her, alone in her Hupmobile Century Six, eventually back to her home in New York.

Mrs. Doremus left New York early in June, travelled to Boston, Portland, Me., and the mouth of the St. Lawrence, and from there traversed the entire continent on

Canadian soil, the first motorist ever to accomplish the feat, according to Dominion motor club officials.

Often travelling where there were no roads at all, especially between Sault Ste. Marie and the Manitoba boundary, she had put 5,000 miles behind her by the time she reached Victoria, B.C., her careful records show. She left New York June 22, and has set September 12 as her date of return. Her trip home will carry her to Los Angeles and through New Orleans, with side trips across the Mexican border at intervals.

Mrs. Doremus, representing the Rotary Club of New York, stops in the cities on her route to visit links in the great rotary chain which stretches over the continent. Her husband is prominent in Rotary Club activities in the East.

NEW DESIGNS.

Britain's New Models.

THE BABY CLASSES.

I am able to give some particulars of the new cars which motorists will be able to buy in 1930, and the details of which have been kept secret.

In the London Morning Post, says its Motoring Correspondent, recently, I gave details of the new Morris models. I hear now that a new Singer car will be produced at an extremely low price, which I believe is well under £300. It will have a six-cylinder side-value engine of 15 h.p. with a truly astonishing top-gear performance.

Many British manufacturers are alive to the fact that they have to meet American competition, not only in the overseas market, but also at home. For some time they have been wedded to the small engine, but at length they seem to realize that an engine of moderate size with a top-gear performance that can more than equal anything that America can produce is required by the British public.

I understand that this new Singer will be the last word in medium sized, six-cylinder design at a low price. Chromium plating will be adopted on all fittings, and there will be a three-speed gearbox. In addition special springs and shock-absorbers will be fitted.

A great deal of attention has also been given to the steering in the new Singer, and this has been designed to give a lightness equivalent to that experienced in cars that sell at over £1,000.

Vauxhall Motors are also producing a new model which will be a great advance on their already well-tried cars.

Boom Expected.

Production figures for next year show that the British motor trade expects to have a boom period. I understand that Morris Motors propose to make a hundred thousand cars during the year to the value of about £20,000,000. The Austin Company have also improved their models, and they propose to produce over 60,000 cars, to the value of over £15,000,000.

Hillmans and Humber have also large programmes in hand, while Singer will run the leaders very close.

A great effort will be made by all firms who market the popular "baby" cars. Austins, after their marvellous performance in the T.T. Race in Ulster, are producing an enormous quantity of their seven-horse-power cars. The Morris Minor is also being produced in large quantities, while the little Singer and the Triumph are making special efforts to capture the market.

The Rover Company will produce a large number of cars, particularly of the new light six model.

In the more expensive classes some new features will be seen. Bentley Motors will show their four and a half litre super-charged car, which, has behaved so magnificently in the hands of Captain Birkin during the last year, for the first time at the Motor Show at Olympia.

Rolls-Royce are adhering to their well-tried Phantom Model, though I understand that a special car is being built on the unit construction principle, that is to say, with the engine, clutch and gear-box in one.

Several surprises may be expected in the really small car class, details of which I shall be able to give shortly.

WIND RESISTANCE.

Headwind Needs to be Taken Slower.

MORE ECONOMICAL.

A little more consideration for wind resistance and there would be a lot more economy in operating the car. Sometimes the winds are favourable, but more often unfavourable. An aviation expert, criticising the wastage in modern motoring, says that it requires 50 per cent. more power to operate the car at sixty miles an hour because of wind resistance. This does not mean that 50 per cent. more gas is consumed, because the engine develops more power with speed, but consumption does increase considerably.

When driving into a headwind, go slower for economy's sake. Don't forget that there is something to be gained by travelling faster when the wind is behind.

Because almost any route varies in direction it is well to change your plans whenever a turn in the road alters the situation with regard to the wind.

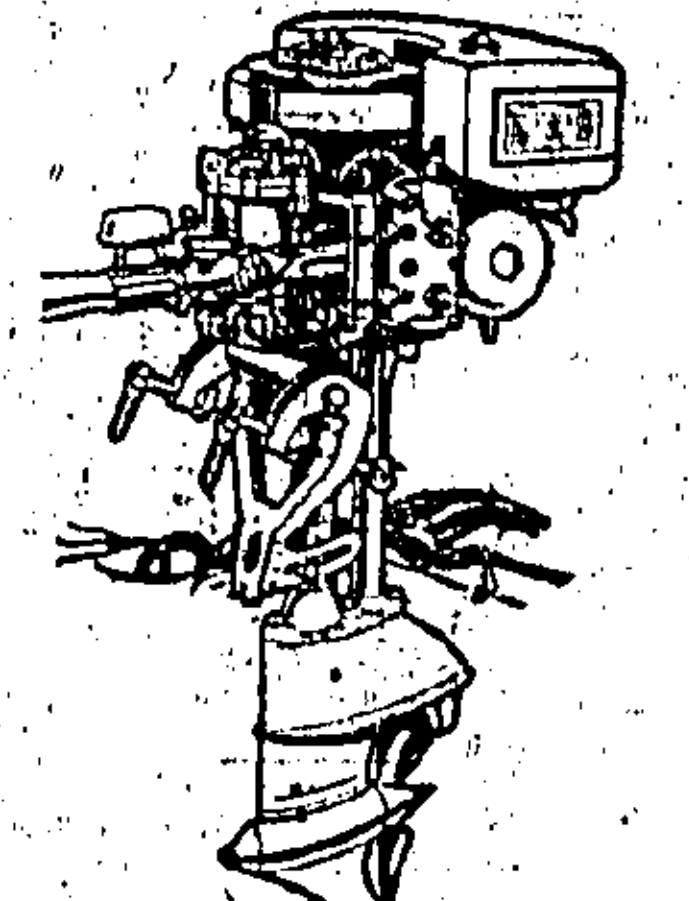
More than 20,250 miles of state highway systems were improved by the 48 states in the Union during 1928, according to the U. S. Bureau of Public Roads. Texas headed the states with 2256 miles of improvement during the year.

JOHNSON



RACE after race—in speed trials and test runs—the new Johnson Sea Horse is a consistent winner. New records are being made all over the country by the Sea Horses.

These consistent victories prove that Johnson speed-power and dependability are inherent. Together with the new Release Charger—providing certainty and ease of automobile starting—the New Underwater Exhaust—bringing quiet operation—and many other Johnson improvements. Let us take you for a ride with a Sea Horse.



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INTERNATIONAL SERIES "A C" PASSENGER.

R.A.C. Horse-Power Rating 26.33.
Brake Horse-Power 48 at 2,600 Revolutions.
Piston Displacement 193 Cubic Inch. Wheel-Base 107 Inches.
Speed 56 M.P.H.

Model	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Delivered Price
Roadster	2-pass. 2,175 lbs.	G\$525	G\$54	G\$216	G\$795
Tourer	5-pass. 2,240 lbs.	525	54	216	790
Coach (2 door)	5-pass. 2,500 lbs.	595	40	265	900
Coupe	2-pass. 2,400 lbs.	595	40	265	900
Sedan	5-pass. 2,585 lbs.	675	40	265	980
Sports Coupe	4-pass. 2,470 lbs.	645	40	265	950
Imperial Sedan	5-pass. 2,555 lbs.	695	40	265	1,000

Hongkong price includes spare rim Tire & Tube, Bumper, Bulb Horn, Right Hand Drive.

INTERNATIONAL SERIES "A C" COMMERCIAL.

R.A.C. Horse-Power Rating 26.33.
Brake Horse-Power 48 at 2,600 Revolutions.
Piston Displacement 193 Cubic Inch. Wheel-Base 107 Inches.
Speed 56 M.P.H.

Half Ton Chassis (20x30 Tires)...	1,740 lbs.	G\$400	G\$20	G\$155	G\$575	
Half Ton Chassis and Cab No....	506	2,140	520	20	215	755
Cab Top Express Truck	" 128	2,405	565	20	240	825
Screen Express Truck	" 183	2,380	615	20	265	900
Combination Truck	" 101	2,615	620	20	265	905
Panel Express Truck	" 205	2,390	640	20	250	910
Eight Passenger Bus	" 32	2,390	660	20	255	935

Hongkong Price includes spare rim Tire and Tube, Right Hand Drive.

INTERNATIONAL SERIES "L Q" UTILITY.

R.A.C. Horse-Power Rating 26.33.
Brake Horse-Power 48 at 2,600 Revolutions.
Piston Displacement 193 Cubic Inch. Wheel-Base 131 Inches.
Speed 50 M.P.H.

Model	Net Weight	F.O.B. Factory Price	Extra	Packing Shipping Delivery	Delivered Price
1 1/2 Ton Chassis (20x30 Tires)	2,435 lbs.	G\$545	G\$45	G\$165	G\$755
1 1/2 Ton Chassis (20x6 Tires)	2,535 lbs.	545	95	165	805
1 1/2 Ton (146" Chassis)	2,745 lbs.	545	195	185	925
3-Ton (166" Wheel)	3,000 lbs.	545	395	185	1,125

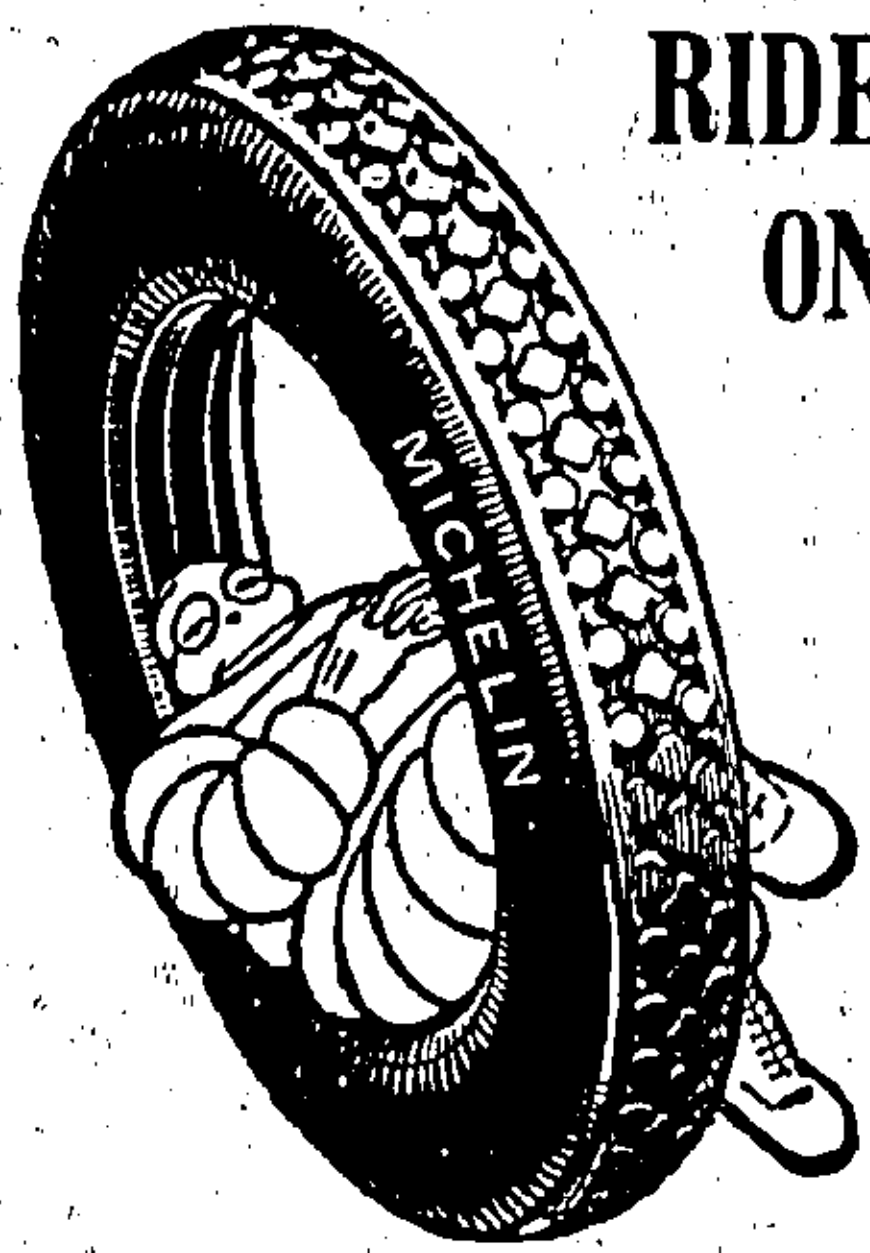
Hongkong Price includes spare rim Tire and Tube and 4 Fenders.

EXTRA FOR BODIES MOUNTED ON 131" CHASSIS.

Sedan Cab.....	No. 505	460 lbs.	G\$120	G\$30	G\$465	G\$215
Cab Top Body.....	No. 328	775 lbs.	215	30	115	360
Screen Body.....	No. 303	950 lbs.	235	30	145	410
Combination.....	No. 303	1,000 lbs.	250	30	145	425
Panel Body.....	No. 405	800 lbs.	270	30	125	425
12 Pass. Bus.....	No. 39	775 lbs.	305	—	130	435

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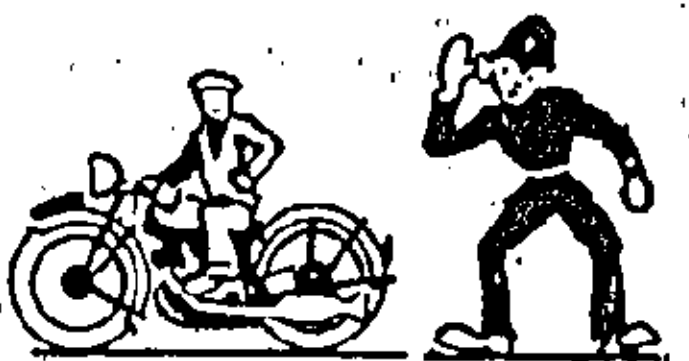
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Ride Without Disagreeable Noise on a B.S.A.

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SOLE AGENTS.

\$2,100

WILL BUY A FIVE SEATER CAR OF HANDSOME BUILD AND UNQUESTIONABLE PERFORMANCE—A CAR YOU WILL BE PROUD TO OWN FOR ITS DIGNITY OF APPEARANCE—AND GLAD TO OWN FOR THE SAKE OF ECONOMY. AND THAT CAR IS THE

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Tel. C. 4567 or C. 3193.

PILOT'S COLLAPSE IN MID-AIR.

"HE HAD FALLEN ON THE JOY-STICK."

London, Sept. 26. A suggestion that the light was unauthorised was made at the inquest at Greenwich yesterday, on Arthur Norman Brunning, of High-street, Plumstead, who was killed in an aeroplane crash near Woolwich last Thursday.

The machine, owned by Surrey Flying Services, Croydon Air Port, crashed near Welling (Kent) railway station. Mr. S. M. Annis, of Woodmansterne-road, Stratham, the passenger, was taken to hospital with injuries to the head and a dislocated hip.

Mr. Arthur Edward Brunning, wholesale confectioner, of High-street, Plumstead, said that his son, who was 28, had taken to flying as a hobby.

A farm labourer, named Collins, gave a fluent description of what he contended the pilot had been trying to do.

"I can see you drive a car," commented Dr. Whitehouse, the Coroner.

"No, sir; only horses," replied Collins.

Dr. Whitehouse—Ah, well, perhaps you are safer that way.

Collins—Yes, you cannot beat the horses.

Frederick Arthur le Croix, a ground engineer, of Surrey Flying Services, said that there was nothing wrong with the tuning of Brunning's engine, and the only thing the pilot appeared to do wrong was a flat turn and stall.

Mr. Franklin Grant, a partner in Surrey Flying Services, said that Brunning had passed his A licence test, and, so far as he knew, had obtained a licence.

This would entitle him to take up the machine on his own, but not to carry a passenger. Mr. Annis was a pupil, who had taken this particular machine up for a half-hour's solo flight in the morning.

No application had been made to him (witness) for the machine to be taken up in the afternoon. It was not customary for Brunning or any pupil to take up a machine without authority.

Passenger's Story.

Dr. Whitehouse—You say definitely that this was an unauthorised flight?

Mr. Grant—Well, he had not obtained our permission. He would not have been allowed to carry on the way he did.

A statement made by Mr. Annis in hospital said: "I met Brunning at the aerodrome and he wanted to go up. I took the machine off. It was dark control. I took it to Crystal Palace. Then he took entire charge."

"We were looking for another aeroplane," he said. "I spotted it and tapped him on the shoulder and showed him the plane. He pushed the stick forward and made a swallow dive. I said to him, 'Surely you are not going to land here, Brunning?' I then saw that the machine was getting out of control."

"I touched him to let me have control, and I got no answer. His face was over the side of the machine as if he were in a fit. He had fallen on the stick. We were then about 100 feet from the ground, and before I could do anything we crashed."

The jury returned a verdict of accidental death, and added a rider that they "certainly felt that more care should be taken on the aerodrome to prevent pilots taking machines up without permission."

TENDERS ACCEPTED.

LATEST LIST COVERS MANY SUBJECTS.

The Gazette notifies the acceptance of the following tenders:

Messrs. Kwong Cheung Hing, \$2,200, for repairs to S/L G.P.O.I.

Mr. Pang Wing-Leung, \$9.50 per 100, for renumbering old headstones in the Government Cemeteries.

Mr. Tam King, \$2,304 per annum for the privilege of slaughtering animals for the food of man in the Aberdeen Slaughter House.

Mr. Tam King, \$4,250 per annum for the privilege of slaughtering animals for the food of man in the Sai Wan Ho Slaughter House.

Mr. Hui Tonz, \$8,064 per annum for the collection and removal of blood and hair from Kennedy Town Slaughter House.

Mr. Tanz Sau Hin, \$2,904 per annum for the collection and removal of blood and hair from the Ma Tau Kok Slaughter House.

Mr. Ip Tsz, \$2.50 per case for the supply of labour for the burial of infectious corpses.

Messrs. Au Ming and Au Tung, \$1,038 per annum for the removal of animal manure and nightsoil from the villages of Shaukiwan, &c.

The forthcoming wedding is announced of Lieut. Commander Walter Desmond Brown, R.N., Hongkong Naval Dockyard, to Miss Dora Stewart, of the Peninsula Hotel.

PRE-WAR AIMS OF GERMANY.

KAISER'S SUSPICION OF ENGLAND.

There has just been published the second volume of "German Diplomatic Documents" (Methuen and Co. 21s. net). The first was issued just a year ago, and there are two more to come. In these four books will be compressed the gist of the "Grosse Politik der Europäischen Mächte, 1871-1914," that monumental work published in Berlin during the years 1922-27.

The value of this translation to the historian and the politician is incontestable; even the general reader who takes an interest in world affairs will find much in it to attract and instruct.

The present instalment covers the period from the fall of Bismarck to the Spanish-American War: the years of Germany's striving after Colonial expansion and a dominating position in world politics. The secret and public diplomatic correspondence shows that the Kaiser, his Ministers, and his Ambassadors always based their varying speculations and policies on the relation of both to the grouping of the Powers when war should come. They display also the Emperor's jealousy and suspicion of England, which must have had not a little to do with paving the way for the future Anglo-French Entente.

An historical preface by Sir Charles Eliot, whose long diplomatic experience in so many countries eminently qualifies him for the task, adds much to the value of the book, which, like its predecessor, is carefully indexed.

The Kaiser and England.

Bismarck consented reluctantly to the German Colonial policy; under his successors, Caprivi and Hohenlohe, it was vigorously, if not too ardently, pursued. Even they were not so eager in that pursuit as their Imperial master, and Baron Marschall von Bieberstein and Baron Holstein, who were at the Berlin Foreign Office during the period covered by these papers, seem to have been almost uniformly anti-British.

The Kaiser wanted Germany to seize Delagoa Bay at the time of the telegram to President Kruger, and reluctantly submitted to the arguments advanced by the German Chancellor against that step.

His contention was that this would at once join France and England against Germany. "The loss of or failure to acquire Delagoa Bay will one day be severely avenged and we shall deeply regret it," was the comment of William II. on Hohenlohe's despatch. He pushed on Colonial expansion to make easier the creation of a big Navy. The great mercantile fleet, "which sails all the seas under our flag; is helpless before the 130 British cruisers to which we proudly oppose four," he wrote not long afterwards.

The many marginal notes in his handwriting on the despatches breathe the same note of bitter suspicion and of anxiety to isolate an England which, particularly when troubles began with the Boers, refused steadily to regard Germany as a friend to be trusted. The last of these annotations was written during the Spanish-American war.

The Kaiser, in his enthusiasm for the monarchical principle, wanted the Powers of Europe to intervene on the side of Spain. The British Government refused even to discuss the idea and Joseph Chamberlain, the Colonial Secretary, told the American Ambassador in London that he would resign if any other attitude were adopted. The Emperor's comments, written in English, are more bitter than usual. He winds up: "England won't throw in its lot with the Continental Powers, but she persists in imagining herself as an independent bit of the world between the Continent and America or Asia."

Understanding Ambassador.

For British readers the despatches of Count Hatzfeldt, who was the German Ambassador from 1885 to 1901—that is the whole period covered by this book—will be of much interest. He understood England, her system of government and her statesmen better than most Germans. In a way he understood, also, the sentimental side of the British character which makes it possible for public opinion to flare up about the woes of, say, Bulgaria or Armenia with not even a wish to know how these ebullitions may affect other and far more important British interests.

The Marquess of Salisbury apparently used to talk a good deal to Count Hatzfeldt on this matter; and one gets glimpses now and again of that great English statesman's cynical style of humour.

"If I would ask him," wrote the Count, "why he had done this or that and he could give me an exhaustive and perfectly true reason—parce que je n'ai pas envie de perdre ma majorité."

It may be noted that in March, 1890, the Ambassador informed his

ANTI-SPEED CORONER FINED.

APOLOGY FOR TAUNTS TO POLICEMAN.

Mr. Lancelot Martin, the Reading coroner, was fined £2 and 30s. costs at Winchester Police Court recently for failing to stop his motor-car when requested to do so by a police-constable.

The hearing of the summons had been adjourned for a fortnight at Mr. Martin's request as he said it would interfere with his campaign against "road-hogs."

He did not appear but was represented by Mr. V. C. Lisby, who pleaded guilty on his behalf.

Constable Hughes said he signalled Mr. Martin to stop at the corner of Jewry-street. Mr. Martin, who was driving a three-wheeled car, did not do so, and he (Hughes) ordered him back and told him he would be reported.

Martin said:—"Do as you buy well like. I am on the road for the purpose of seeing what is taking place." He also said:—"I am on the Reading murder, and I consider that a bully sight more important than this traffic."

Letters to Police.

He afterwards apologised, saying, "I am very quick tempered."

The Chief Constable told the Bench that he thought Mr. Martin ought to apologise for what he had written in letters. They contained gross and unwarranted charges against the police.

Mr. Lisby said the matter arose through a misunderstanding of the constable's signal. Mr. Martin wished to apologise to the Bench.

ON BRIDGES.

(Continued from Page 6.)

fares. How different might have been the history of London and Paris!

These conjectures lead us into vast uncharted areas of speculation which may command the most subtle and searching investigation of some future students of the social sciences. As for me, I am content to remain the far more humble, though no less devoted, enthusiast over all bridges. I am determined to continue the boarding of all the views of them and from them. I am even hopeful that the random notes here gathered may grow into an essay somewhat more worthy of its imposing title. They might even swell into a volume. In the meantime I would make it clear that I begrudge no fellow enthusiast the privilege of forestalling my efforts. And in the meantime I should find my greatest satisfaction in making a convert of one traveller who had crossed his bridges with indifference and unseemly speed.—P. K. in the Christian Science Monitor.

Foreign Office that "for a long time" he had had the impression that "Lord Salisbury no longer exercises the unquestioned influence over his colleagues which he undoubtedly enjoyed during his earlier terms of office."

The Emperor's comment was: "That may well be so." Both were premature. It was more than six years after that the Marquess resigned.

In the same despatch the diplomatist was a better prophet. He wrote about the ambition of the "very competent" Colonial Secretary "who will play a great part one day."

The suggestion of Colonel Mary Booth, that her next appointment would be decided by a committee has no foundation in fact, as no such proposal ever emanated from General Hixkins or the Army headquarters.

Countersigned Deeds.

Meanwhile the legal proceedings initiated by the late General are still unsettled. Until the courts decide whether the action of the High Council was legal or not, all deeds connected with Army affairs must be countersigned by the ex-ecutors—Mrs. Booth, Commissioner Catherine Booth, and the late General's solicitor.

Should the Courts decide that the proceedings of the High Council were ultra vires, the sealed envelope will be opened, and the nominee appointed legal General.

This decision is not possible before the end of October.

Lieut.-Commissioner Cunningham, of the headquarters staff, in an interview said Colonel Mary Booth was leaving her command in the ordinary course. "She is one of some 12 or 15 territorial commissioners, most of them holding higher rank and more important commands, who are leaving one territory to take command of another. A German will take her place."

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GENERAL POST IN SALVATION ARMY.

SHEER OF OLD LEADER'S CHIEF SUPPORTERS MOVED.

Considerable mystery surrounds the Salvation Army order to Colonel Mary Booth, a daughter of the late General Bramwell Booth, to relinquish her command in Germany.

She has been in charge of the Salvation Army there since 1925, and the official explanation of the change is that she is one of several officials moving from one territory to command another.

It is stated also that "she is coming home on furlough for three months at her own request."

Something of the secret history behind the move was given to The Daily Chronicle by another authority.

"Stick to Your Posts."

It is said that when the late General was deposed, a number of officers who felt his removal deeply approached Mrs. Booth and her sick husband, asking for advice. They were told to "stick to their posts and trust God."

Led by the General's own children, including Commissioner Catherine Booth, who is supposed to be the individual whose name appears in the sealed envelope as General Booth's chosen successor, all the "loyalist" officers have carried on their duties.

Commissioner Catherine Booth, the eldest daughter of General Bramwell Booth, has charge of the women's work.

Several who were prominent in their support of the late General have been transferred to distant appointments. Toronto, Winnipeg, New Zealand and smaller countries have received them.

Colonel Mary Booth has not been told of the appointment selected for her, but three months' furlough has been granted.

General Bramwell Booth's sister, Mrs. Commissioner Booth-Hellberg, who was living in partial retirement in Sweden, has been given orders to take up the command of the Army in the scattered and very difficult area of South America.

Mrs. Booth-Hellberg will, it is officially announced, take up her new charge in November. She is 63.

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The Very Idea!

A modern, Pled Pier has been found at the Clyde coast though it isn't rodents that he lures out of their dens but fish.

The Pled Pier is our old friend the Scots bagpipe player, one of whom has been engaged by a Port Bannatyne (Bute) boat-hirer to accompany his fishing expeditions.

The boat-hirer avers that the "music" of the bagpipe attracts the fish, and as proof of this assertion he states that one of his fishing parties, composed of 20 people, caught 1,000 fish in one evening on hand-lines!

If all the stories about the deadly effects of Scotland's national instrument are true, the pipes are an attraction—a fatal one—and the unfortunate fish have possibly given themselves up to get put, quickly out of pain.

A dear old lady in London waxed highly indignant the other evening when told that the Prime Minister had gone to Geneva to discuss, among other things, "The Hague Statute."

"Why should he?" she demanded sternly. "Surely we can set up a statue to Earl Haig if we like without asking the permission of the League of Nations!"

An architect informs us that our "culture shops will show Gay windows upon every single storey."

We shall stroll along the balconies and saunter to and fro. And the shopping girl will then be in her glory.

The pretty things exhibited will make an endless feast. And a hundred yards of Regent-street will take a week at least.

There will be a moving stairway. I have not the slightest doubt. To take her up or down as she is needing.

And when she feels at any time her strength is giving out. Each floor will have facilities for feeding.

While at closing time to shoppers who are keen and up-to-date. They will offer bed and breakfast at the very cheapest rate.

No doubt our splendid women-folk will stand the added strain. And our mammoth shops will make a pretty penny.

But it's said to think that London Town must needs be built again.

And the shops that will survive will not be many.

To think of our new Regent-street—it almost seems a sin! But that is just precisely where the architect comes in!

Mother: "Why are you and little sister doing all that chattering at each other?"

Johnny: "We're playing talking movies, mamma!"

It is a *quid pro quo*. For years I worked to keep my wife, and now she keeps me.—A debtor at Shore-ditch County Court.

A young wife who was fined 23s. at the Thames police court recently for loitering for street betting said that she was "working for herself and not for her husband."

Man at Southend, fined 25s. for using bad language: Good enough. That entitles me to swear for the rest of my life.

Acton Magistrate to Wife: Now we have heard that you are not surprised at any man leaving you.

Man at Kingston-on-Thames: I acted entirely on the offensive and never assumed the aggressive at all.

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POWELLS

10, Ice House Street.

AFTER THE GAME

After physical exercise, whether playing TENNIS GO F.C. CRICKET,

or YACHTING, etc., you need to protect yourself from taking chill.

The surest way is to always have

with you a nice "JAEGER" or

"MORLE" SWEATER.

These are now in stock suitable for all occasions in White and many Smart Colourings in Pullover or Coat Styles.

INSPECTION INVITED.

NEW SHIPMENT RECEIVED OF EVE Pleated Skirts

IN TWEED AND SILK MATERIALS

Price from \$8.50

HELP YOURSELF
TO MCNISH, OLD BOY
AND BE PREPARED
FOR A TRULY
WONDERFUL
DRINK

Note the
different
flavour of
McNISH—
it signifies
BETTER
QUALITY

MCNISH'S SPECIAL SCOTCH WHISKY

Lane, Crawford, Ltd.
Sole Agents for Hongkong and South China.

Frigidaire



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BE THE BABY

AP-4

OR THE ROOMY

AP-18

WE HAVE
THE MODEL
TO SUIT
YOUR
REQUIREMENTS.

ALL ARE
EQUIPPED WITH
THE NEW
EXCLUSIVE



FRIGIDAIRE COLD CONTROL.

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POPULAR TENNIS PLAYERS.



Mrs. Tottenham and Miss Enid Lowe, who met in the semi-final of the Ladies' Singles Championship of the Colony this week, the former winning by three sets to one. The final, between Mrs. Tottenham and Mrs. James, takes place on Tuesday next. (Photo: Mr. Cheung).

GARRISON NEWS.

TROOPSHIP DUE HERE ON TUESDAY.

The *Neuralia*, which is due to arrive in Hongkong on Tuesday, left Singapore to time, at noon on Thursday. The First Battalion of the Worcester Regiment are on board, with details for China.

Arrangements are being made for the Worcester, and other troops proceeding to Shanghai and North China, to land in Hongkong, and it is hoped that one or two football matches may be played. Parties on coming ashore will be shown such of the sights of Hongkong as it will be possible to visit during the short stay.

Departure.

Captain M. Buresford, R.A., embarked on the Blue Funnel liner *Aeneas* on Wednesday. He is proceeding home on leave pending retirement.

Tour of Inspection.
Colonel F. S. Exham, D.S.O., R.A.O.C., will embark on the *Neuralia* on Tuesday for a tour of inspection in North China.

Cricket.

A match played at Sookunoo yesterday afternoon between "C" Coy., K.O.S.B., and the Royal Marines, H.M.S. Derwick, ended in a win for the former by 38 runs. Scores:

K.O.S.B.

Simmie, run out	46
Davey, retired	46
Cox, run out	9
Blazey, b Jarvis	9
Mr. Sellen, c Hoar, b Boulton	1
Spaulding, b Edlin	33
McGann, retired	1
Marshall, b Bennett	2
Drury, c Hutchings, b Allen	2
Tait, c Hoar, b Edlin	0
Newton, b Jarvis	0
Extras	15
Total	112

Royal Marines.

Bennett, b Davey	0
Hackwell, b Davey	10
Boulton, b Davey	10
Smith, b Davey	10
Capt. Hoar, b Davey	15
Allen, c Newton, b Simmie	5
May, b Davey	17
Edlin, b Davey	10
Hutchings, b Newton	1
Jarvis, not out	1
Ler, b Newton	0
Extras	12
Total	74

Davey had the good bowling average of seven wickets for 25 runs, and had one six and six fours in his innings of 46. McGann had five boundaries in his knock of 33.

Hockey.

A friendly match was played on the U.S.R.C. ground yesterday afternoon, between a R.A.F. team from Kai Tak, and Headquarters, H.M.S. *Hermes*.

A fast and keen game resulted in a draw of two goals each. *Hermes* led by two goals to one at half-time, and the equaliser came from a scrimmage in front of the *Hermes*' goal shortly before the final whistle.

Football.

"A" Coy., S.L.I. v R.A.M.C.—An unsatisfactory match at Chatham Road yesterday afternoon ended in a win for the Somersets by two goals to nil. Play was very patchy. The sides were evenly matched, but following a penalty justly given against the Medicals, and from which the Somersets' first goal was obtained, play became ragged. Frequent unnecessary appeals for infringements were made by the Medicals after the penalty decision. These were usually frivolous. At all events, the side most worthy of the points obtained, though the Medicals had had as much of the game in the first half

as the Somersets, and the score at half-time, of no goals on either side, reflected the run of the play. Teams: "A" Coy., S.L.I.—Blissett, White, Hillier, Oates, Troth, Pragnell, Spurdle, Kearle, Churche, Scott, Richards.

R.A.M.C.—McGowan, Smith, Pritchard, Collings, Dodshon, Thomas, Goodman, McAusland, Jenkins, Watson, Nelmes.

The Medicals kicked off, and there happened to be a rare absence of wind on the ground. The Somersets were a little late, and had only nine men on the field at the commencement, but were undaunted none-the-less, and, after some midfield play, pressed towards the Medicals' goal. From a throw-in, Churche made a nice pass to Kearle, who returned well, but Pritchard cleared. At the other end, Hillier set his forwards going with a good kick, only to have Smith relieve. White also sent the forwards along, and Smith's clearance was short and into touch.

From a free kick, Nelmes forced White to put in touch, and the Medicals' forwards got away, but McAusland put over.

The Somersets began to feel their feet, and Smith, and later, Pritchard had to clear, the former coming down on his own a little later, his run ending in a corner forced from White by Jenkins. The kick failed, and midfield play occurred for a time. The Medicals came back to the attack, however, Jenkins putting over to spoil a good piece of combination.

The Somersets were by no means hard put to it, but rather took heart at these chances being lost, and returned to the other end. Some dinging play followed, the Medicals taking their turn to attack, but without result.

Dodshon had a drive from a distance, the ball just going out, and after midfield play, and a free kick to the Somersets, Richards got near the Medicals' goal but hit the post with his shot. From the goal-kick, Dodshon set his forwards going, but Hillier cleared quite easily from Nelmes.

McGowan made a good half-time, the Somersets having had slightly the better of the game, though their shooting was poor.

Resuming, the Medicals came back to the attack, and tested Blissett, but the Somersets came along, and, in the penalty area, Scott was brought down. The spot-kick took effect. Now made several dashes down on the right wing, Goodman making good runs and frequently sending over good passes, which were usually cleared by the backs. A run by the same player, haring in towards the goal, looked likely to bring the equaliser, but in beating the back, Goodman kicked just too far, and Blissett saved. There was then some deliberately rough play, and some feeling was introduced, but the Somersets, with only ten men, had obtained another goal after the free kick given for Smith's goal, and had the result in hand. No further score took place.

H.M.S. Derwick Football League.

A match between the Forecastle and the Tops took place at Caroline Hill yesterday afternoon, the Forecastle running out winners by four goals to nil. This League is comprised of eight teams, and a cup and medals are presented annually. Teams in the League, in addition to those playing yesterday, are the Quartermen, the Signals and Wireless, the Daymen, the Starboard Port Watch, the Stokers' Starboard Watch, the Marines, and the Torpedo-men.

Yesterday's game was interesting to watch, although the standard of play of the losing side was not brilliant. Hodges was a star performer for the Forecastle, and scored three of his side's goals, whilst Mudge obtained the fourth. Teams:

Forecastle—Smith, Bowers, Scott, Crossman, Wallace, Clayton, Mudge, Hodges, Williams, Langley, Hodgson, Tops—Pillars, Lang, Hillier, Wollington, Kenrich, Ross, Duncann, Cowan, Pearce, Green, Pratley.

POLISH WIRELESS DEVELOPMENTS.

MARCONI COMPANY'S LARGE CONTRACT.

Marconi's Wireless Telegraph Company, Ltd., have been successful in obtaining an order for a large extension of the Polish broadcasting organisation, which, following the English example, is to be remodelled so as to provide alternative programmes for the greater part of the country.

The new equipment will comprise one 120 kw. aerial input broadcasting transmitter, with full modulation, two high-power regional stations, with 16 kw. aerial input, and three local relay stations. The new installations will be of the most modern and up-to-date type both as regards technique and design.

The 120 kw. station will be situated near Warsaw, and will be used in addition to the 12 kw. Marconi station, which is giving such an excellent service at Warsaw, where it has been in operation since 1927.

The new high power station will take the wavelength of the present 12 kw. station, which is 1,112 metres, and the 12 kw. station will work on a lower wavelength.

Provision will be made for simultaneous broadcast facilities throughout the whole of Poland. In addition to the simultaneous broadcasting of programmes throughout Poland, arrangements will be made for the transmission of high-class Polish programmes to foreign countries.

The two new 16 kw. stations will be situated at Lemberg and Vilna, to provide programmes for the areas outside the range of the lower-powered station at Warsaw. Of the three local relay stations, one will be situated at Lodz, the Polish Manchester, 80 kilometres from Warsaw. The provision of this station is interesting, seeing that it is for the definite purpose of providing an alternative crystal programme for a working-class district.

The Marconi Company is entrusted with the supply of everything connected with these stations, including all constructional services. When the work is completed it is confidently anticipated that Poland will possess one of the most modern and the most efficient broadcasting services in the world, providing alternative programmes available to users of crystal and valve receivers over the greater part of the country. Arrangements are being made for alternative programmes to be available from Warsaw before the end of this year, and the whole scheme is expected to be in operation before the end of 1930.

FANLING GOLF.

A. E. LISSAMAN WINS THE RED CROSS TROPHY.

The Order of St. John of Jerusalem and British Red Cross trophy played for at Fanling from October 1 to 31, was won by A. E. Lissaman with a score of 3 up. Other scores were: W. W. Mackenzie 2 up; D. L. Gilmore 2 up; R. Young 1 up; A. W. Davison 1 up; Col. Skinner all square; Lt. Comdr. H. P. Reid all square. Two ladies cards and 71 men's cards were taken out.

REFEREES' MEETING.

The monthly meeting of the Hongkong Football Referees' Association will be held in the Council Office of the Hongkong Football Association, 4th floor, French Bank Building, Queen's Road, Central, on Thursday, 7th November, at 6.30 p.m. sharp. All referees, players, and others interested in the game are cordially invited to attend. Lieut. George, R.A.M.C., has kindly consented to give the lecture.

THEATRE ROYAL HONGKONG.

Dancing Display

BY THE PUPILS OF

Miss DAISY O'KEEFE.

Under the distinguished Patronage of His Excellency

The Governor

SIR CECIL AND LADY CLEMENTI.

Part of the proceeds to be given to Local Charities

To be held on

WEDNESDAY, 6th November 1929, at 5.15 p.m.

SATURDAY, 9th November 1929, at 9.15 p.m.

BOOKING AT ANDERSON'S.

PRICES: \$3.00, \$2.00 & \$1.00

Children, Soldiers, and Sailors half price to all seats.

G.E.C.

GRID & OUT DOOR SWITCHGEAR.

S.E. ENGLAND ELECTRICITY SCHEME.
BRITISH MATERIALS TO BE USED.

The whole of the material used in the contract placed by the Central Electricity Board with the General Electric Co., Ltd., for one section of the overhead transmission lines in the south-east of England, will be manufactured in Great Britain.

An official of the company stated that the contract, the value of which was approximately £500,000, would cover the erection of the 132,000 volt line in the district north of the Thames, stretching from Reading on the west to Peterborough on the north, and Ipswich and Colchester on the east. The total mileage of the overhead transmission would be 254 miles, and the total actual length of conductor would be 1,300 miles.

The contract would be carried out by the General Electric Company with the assistance of their associated company, the Pirelli-General Cable Works, Ltd., of Southampton, the latter company carrying out all the actual erection work. The work of erection would take in all three years, and employment would be given in the actual erection work to between 500 and 1,000 men. In addition to that employment would be given to large numbers in the manufacture of the steel towers, steel aluminium conductors, insulators, and other accessories.

The overhead lines are one section of the system of overhead lines covering the whole of England and Scotland which are being erected by the Central Electricity Board with the object of linking up the main generating stations throughout the country and affording a cheap supply of electric power in all districts.

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"RICKSHAW" BRAND
CEYLON TEA

Cheapest and Best

From all leading Compradores.

RIVER "MURDER" MYSTERY.

MAGISTRATE AND A
CONFESSION.

A unique case, was heard at Bow-street recently, when Albert Lord, aged 30, a chauffeur, of Carlingford-road, Tottenham, appeared on remand charged with murdering an unknown woman on his own confession by throwing her in the Thames on or about Aug. 19.

Mr. E. Clayton, representing the Director of Public Prosecutions, said that Lord had stated that he was under the effects of drink, and met a woman named Rose. On Waterloo Bridge they had an argument, and he grasped her by the arms and legs and threw her over the bridge. No one had stated that any person named Rose was missing, and Lord had not been seen that night.

"It is a rule of practice," said Mr. Clayton, "that where no body is found, no conviction can take place. In all cases of a similar nature there has been some evidence to connect the assailant and the victim."

"I cannot recall or find any case in which the evidence of the murderer has been the prisoner's own statement."

Sir Charles Biron—I do not think there is. I have not come across any.

Mr. Clayton—I think there is no evidence on which a jury could convict.

Question of New Evidence.
Sir Charles Biron—The test is whether the evidence raises a strong or probable presumption of his guilt.

Mr. Clayton—He said he pushed her over the bridge. I have a plan which shows that it must have been a considerable feat of strength. He would have had to fling her over a seven-foot parapet. There were several people on the bridge, but no one heard a splash or saw Lord.

He said that if new evidence came forward later, there was no reason why they should not prosecute him afresh.

"There is some question about the state of the man's mind," he added.
Sir Charles—Well, his report was rather ambiguous. I thought that he might have been suffering from delusions. Is it a fact that no person has been reported missing?

Mr. Clayton—That is so, and no clothes have been found.

Divisional Inspector William Steel said that Waterloo pier police station was 50 yards from the place mentioned by Lord, and there was a night watchman's hut on the bridge 60 yards in the other direction. A scream or a splash

GOVERNMENT AND IMPERIALISM.

MR. JAMES MAXTON ON A
"DEADLY MENACE."

Mr. Emile Burns, Secretary of the Labour Research Department, an organisation with distinct communist leanings, writing in the "Labour Monthly," deals with the recent Congress of the League Against Imperialism. Here Mr. Maxton was called upon, almost in many words, to mobilise the British workers, or at least the L.P., in an open fight against the Labour Government. Mr. Burns gives "the essential sentences" of Mr. Maxton's answer as follows:

"These facts impose upon me as a Socialist the duty of pointing out and opposing strongly the Imperialist policy of the Labour Government put into office by the Labour Party."

"I pledge myself, and those associated with me, to the League to carry out this duty—openly and fearlessly, recognising that the pursuance of an Imperialist policy by the Labour Government constitutes the most deadly menace to the interests of the oppressed masses of the colonies."

"I am the Chairman of the Independent Labour Party, and will fight for the adoption of a militant policy against Imperialism, and those in the ranks of the party who wish moderate reformist policy will be discarded."

Mr. David Kirkwood is reported in "Investia" as having said at the same Conference that he and his friends "would prefer that an armed uprising should take place. Nevertheless, the majority of the English workers were still on the side of MacDonald."

could be heard at both these points.

Novel Point.

Sir Charles (to Mr. Clayton)—Do I understand that the Public Prosecutor does not ask for a commitment?

Mr. Clayton—That is so.
Sir Charles—The position is an unusual one. It raises, so far as I know, a novel point in a case of this kind. In such cases there must be some direct evidence connecting the accused with the murder. There undoubtedly is such evidence here. He makes not only

(Continued on Next Column.)

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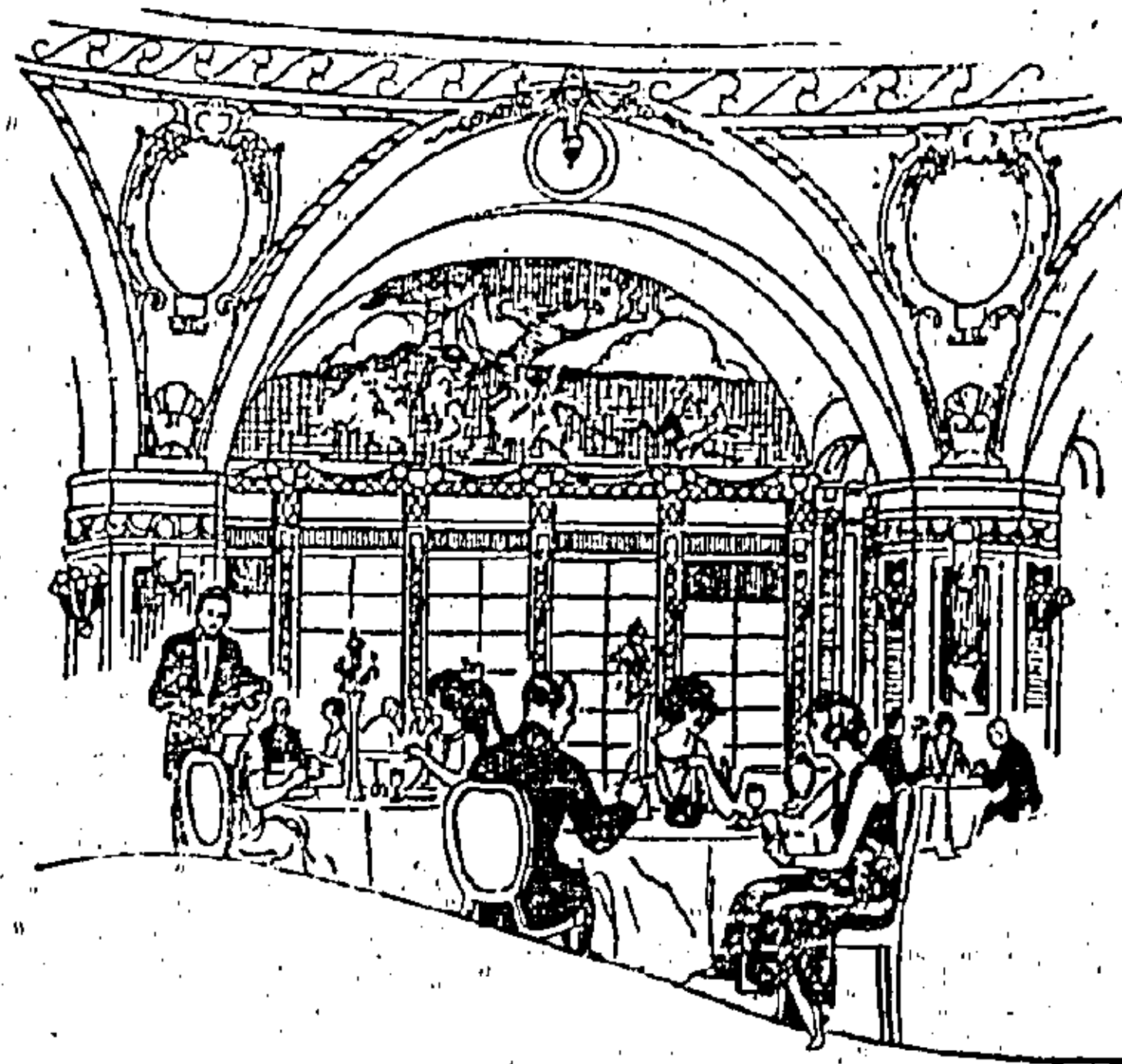
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SHANGHAI.

a statement, but a circumstantial statement of why he did it and how he did it.

"It cannot be said that there is no evidence connecting the accused with the death of the woman. There is direct evidence. The

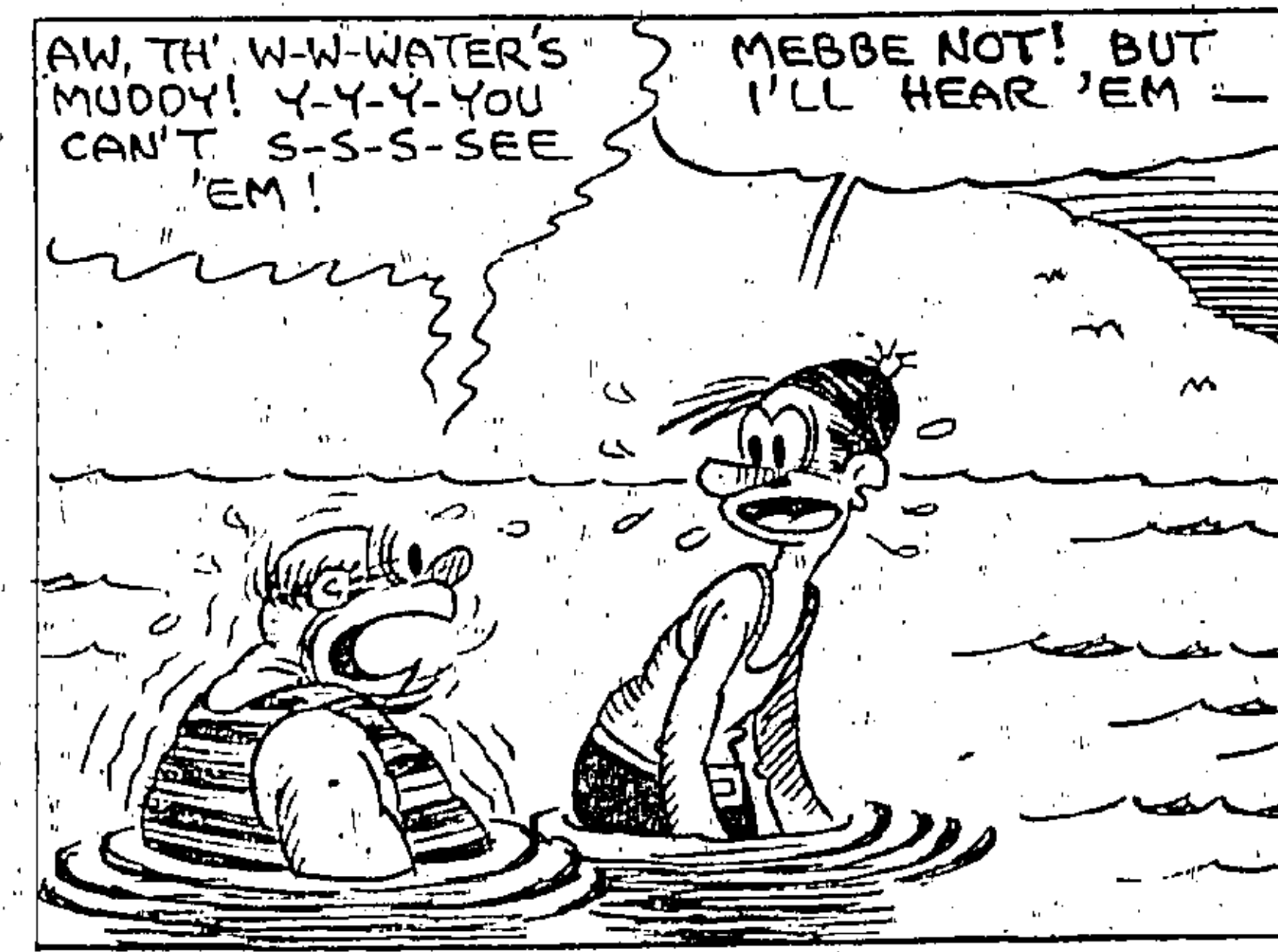
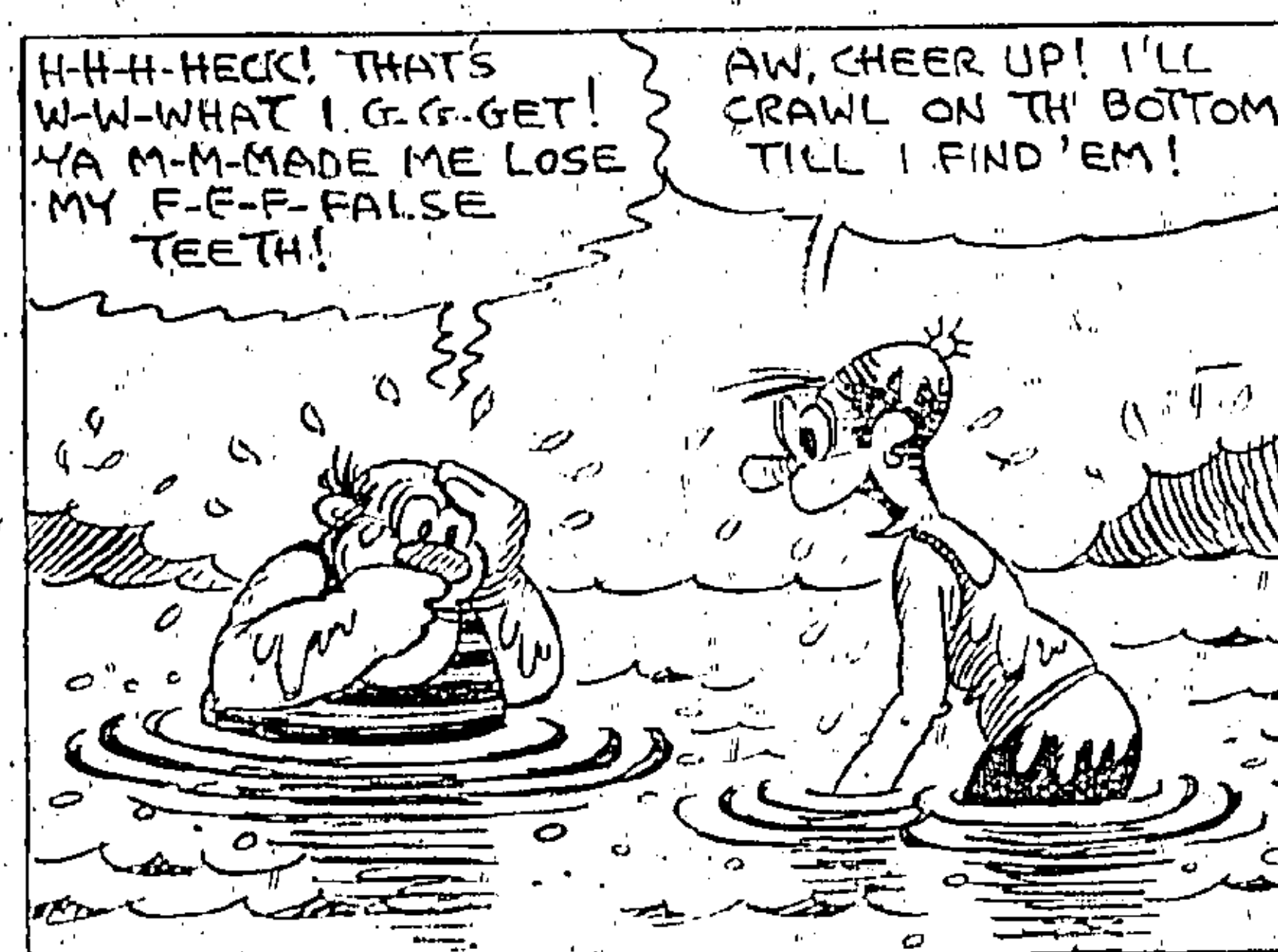
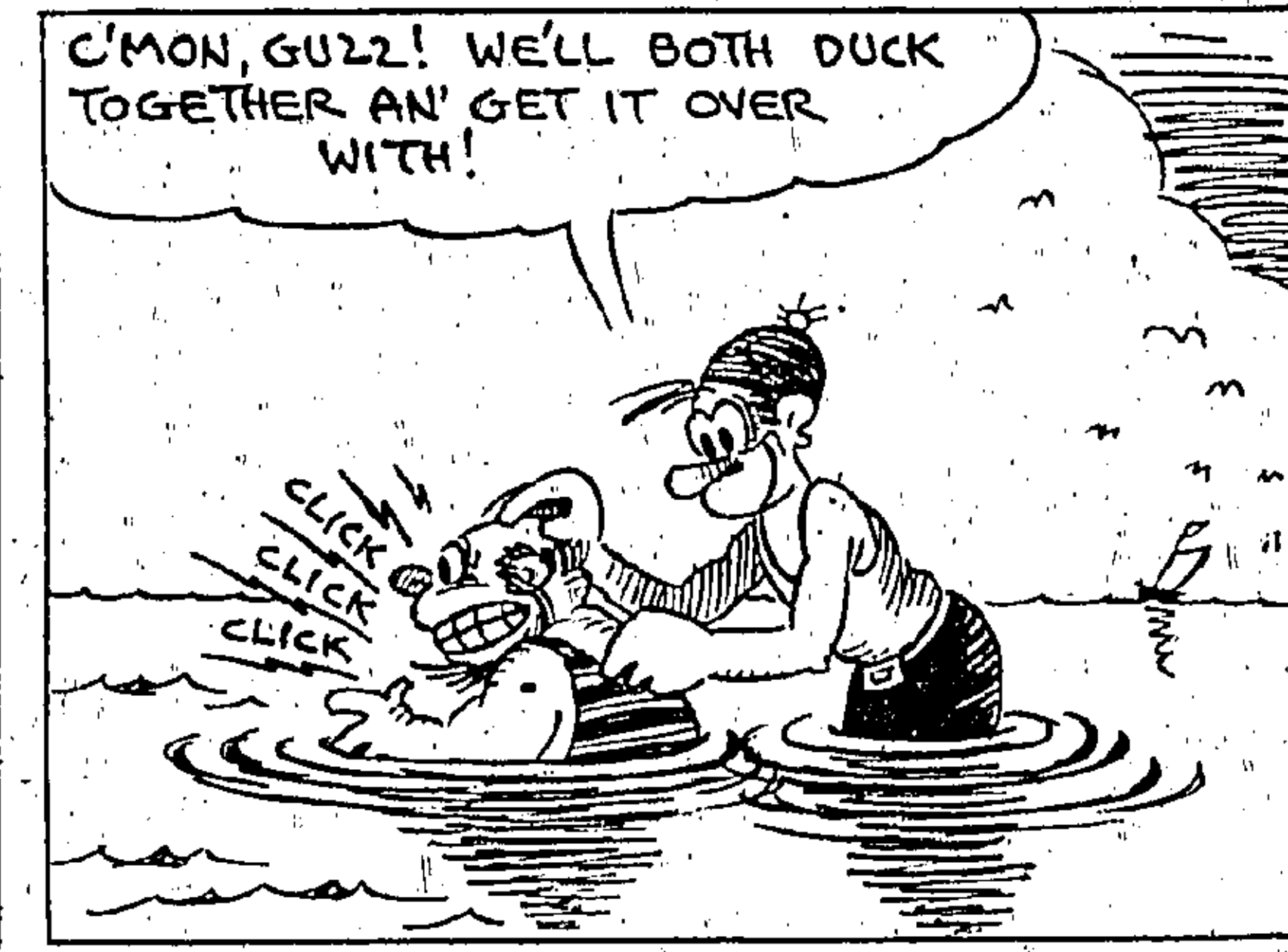
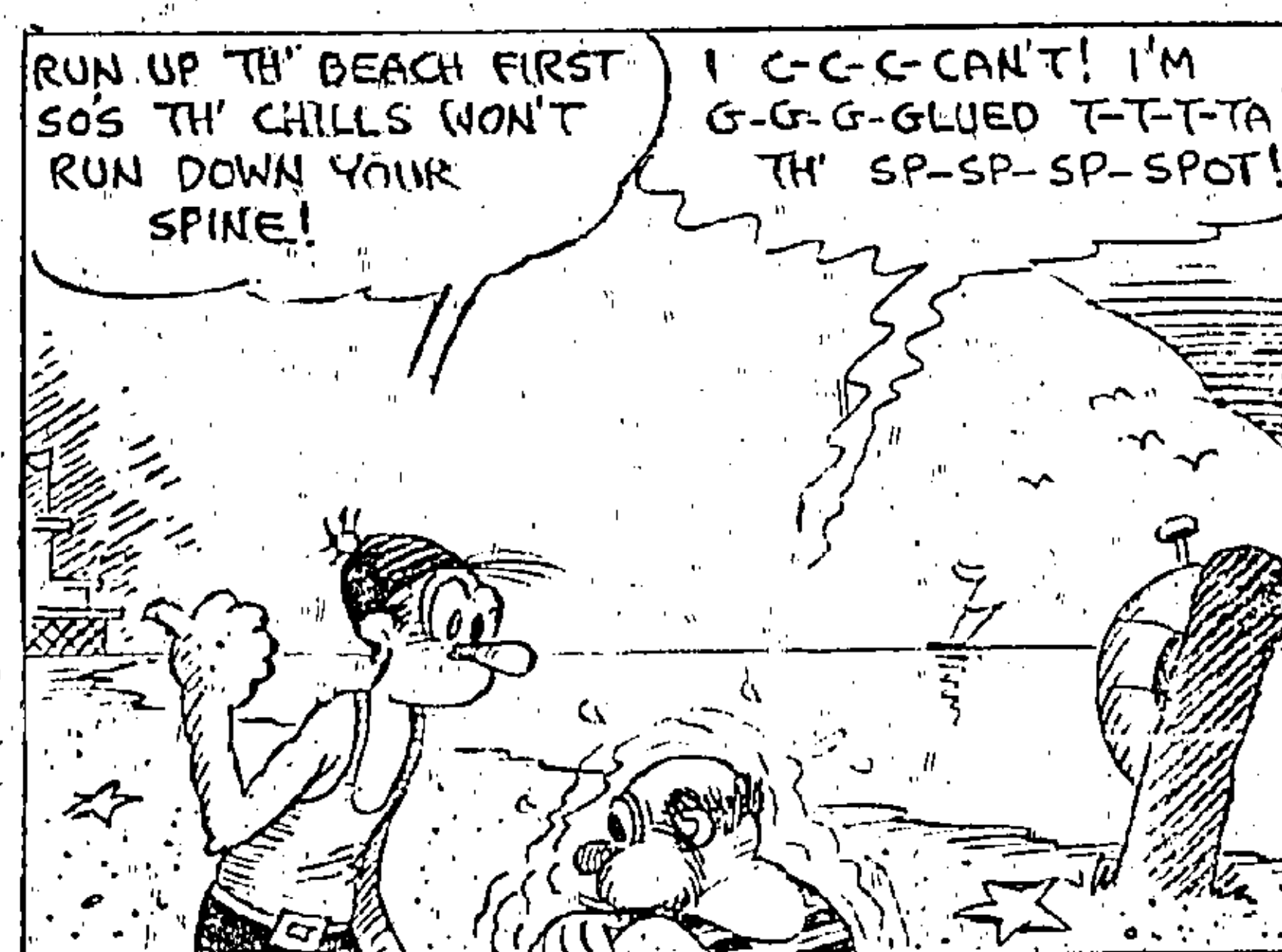
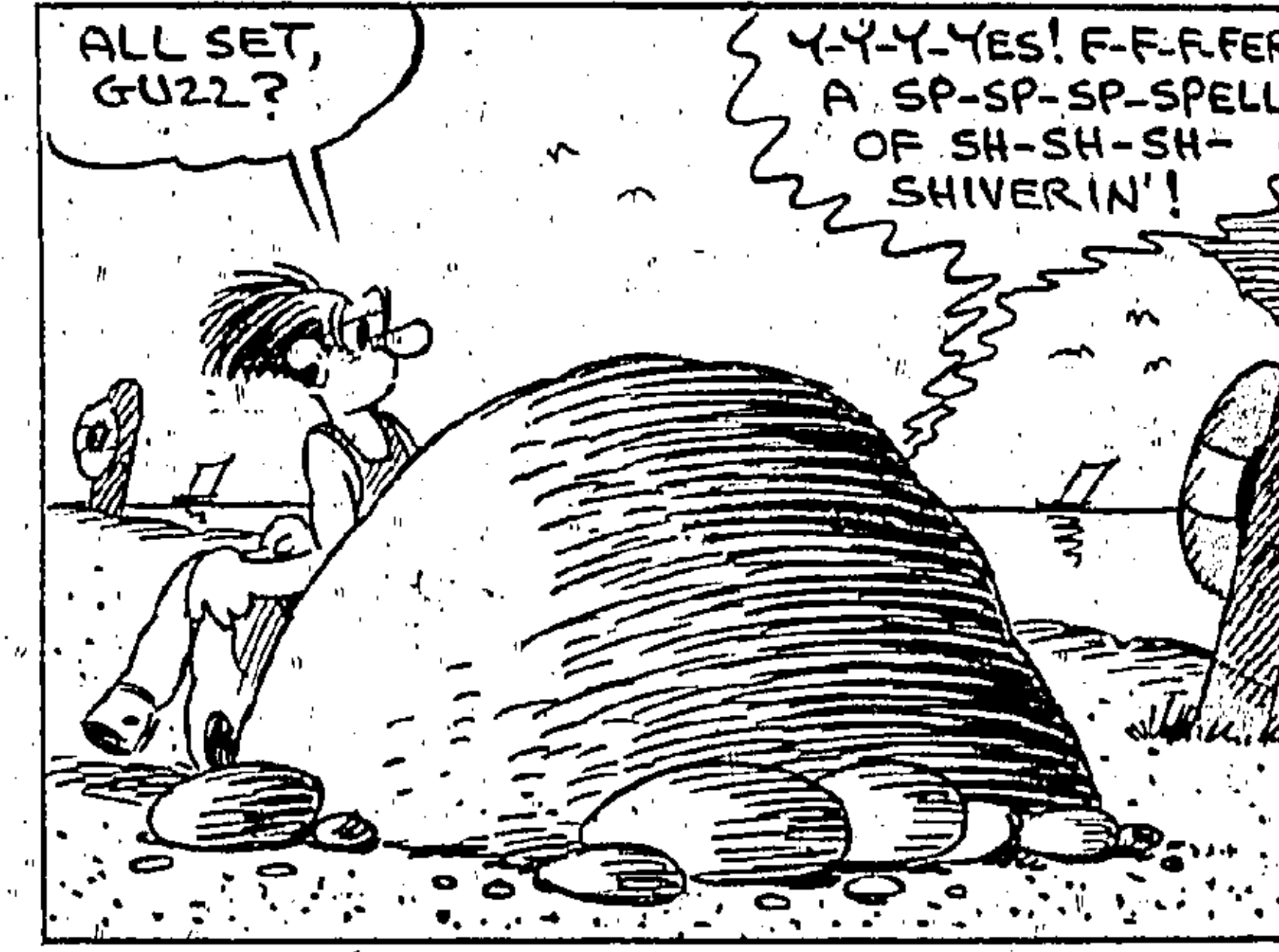
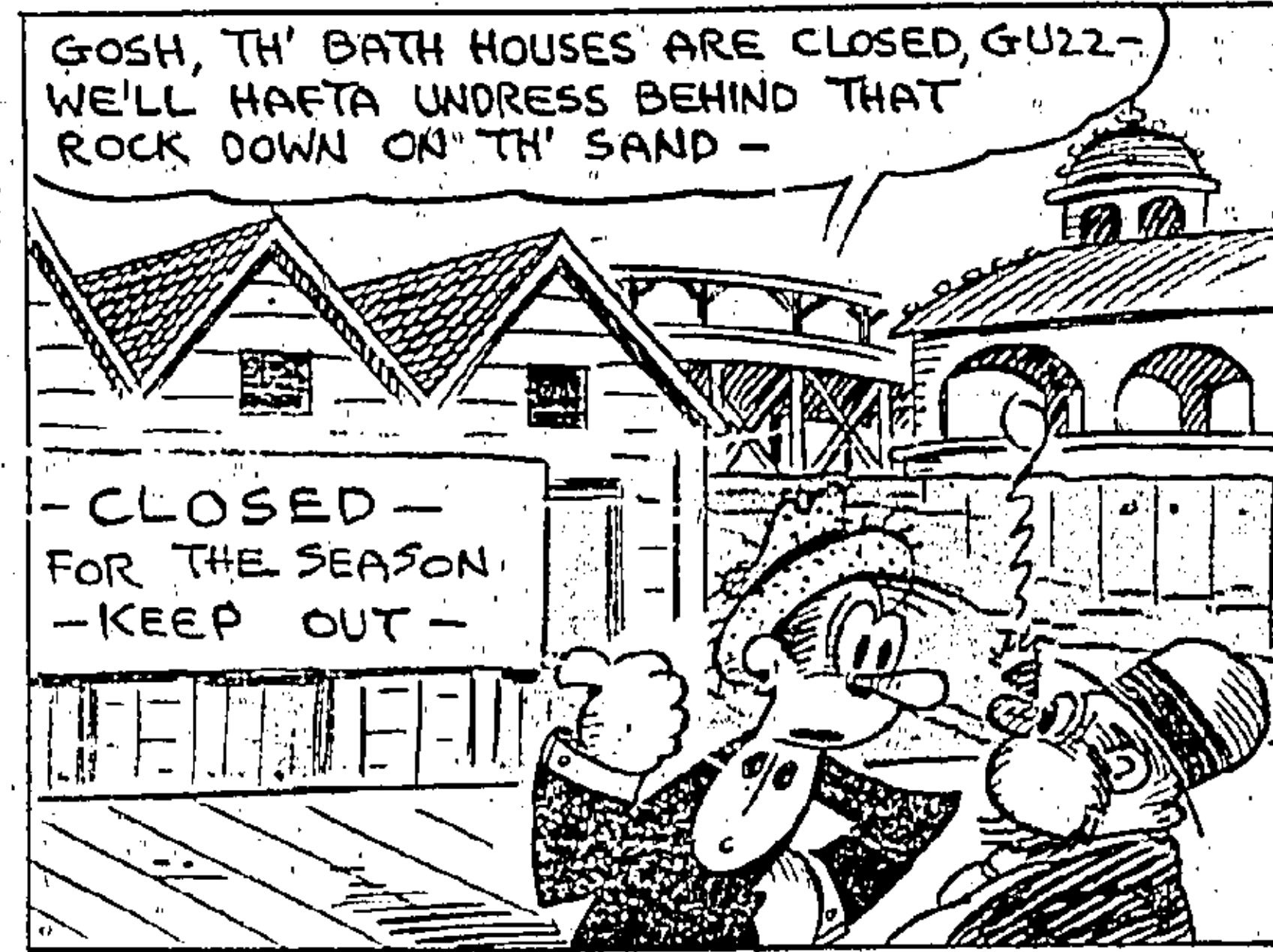
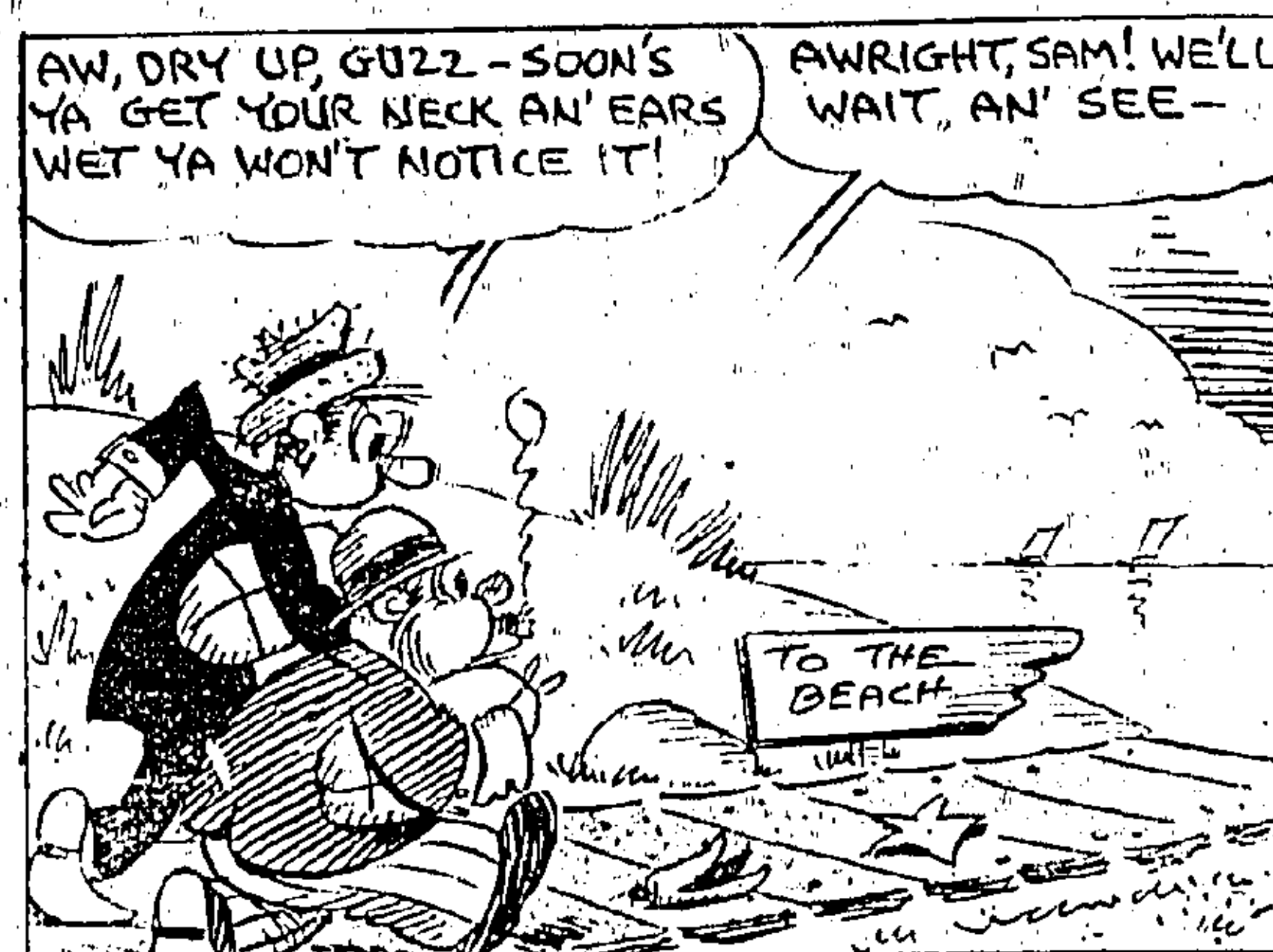
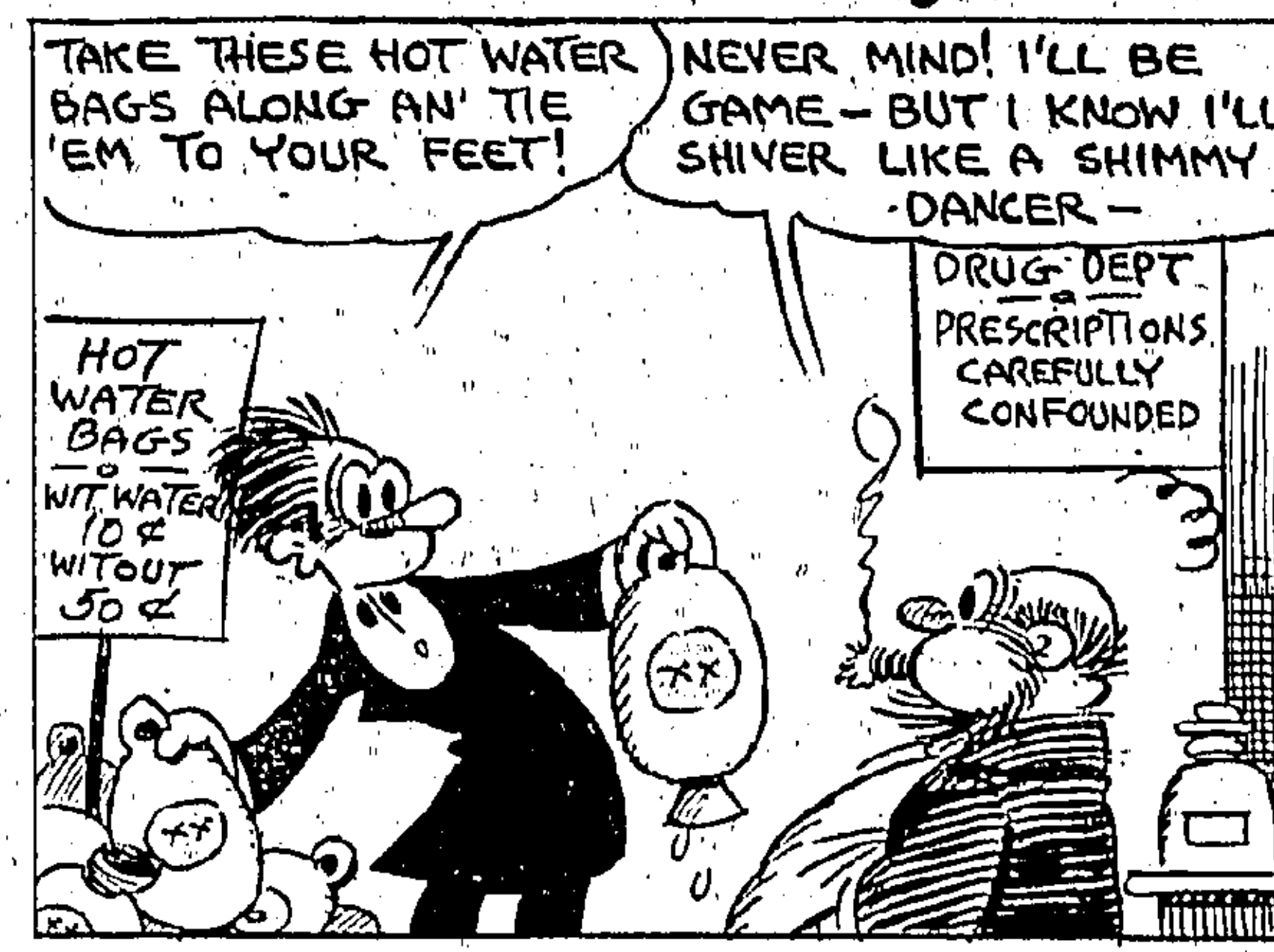
only question is as to whether it is of such a nature that I would be justified in committing him for trial," he said. "No such woman has been missed, and no such body has been found. The statement of the man of how he threw

her over the bridge seems inconsistent with the evidence.

"In these circumstances," he added, "I doubt if any useful purpose would be served by my committing this man for trial. Therefore I shall discharge him."

SALESMAN SAM

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OF

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These have just been received and are in a beautiful range of new designs and colourings. 40 inches wide.

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Per yard.

BRIGHTEN UP YOUR ROOMS FOR THE COMING SEASON.

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THE SHINING TALENT.

By Eleanor Early.

CHAPTER XXXI.

Of course it spoiled the evening for her—Jack's being with a woman. And sitting, as they were, in the front row, where Molly could hardly keep her eyes off them all evening. Such a woman, too!

"If she were young and pretty, I wouldn't mind half so much!" fumed Molly.

But that, of course, was wrong. She would have minded a great deal more.

"The wretched creature!" she fretted. "Done up like a circus rider, and fat enough to burst! A woman like that would wear red—it's exactly the colour of her face."

There was no doubt about it. It was Mrs. Bulwer-Eaton all right. "A charming matron," the papers called her! Well Molly knew what she'd call her—only the papers wouldn't print it. . . . The big fat ox! Hadn't she sense enough to know that coquetry in a woman of her age was simply disgusting? The way she was hanging on to Jack's arm! And Jack red as a beet. Molly was glad he had the decency to be embarrassed.

At last it was over. The curtain came down on the last act. And the lights went up over the theatre. Mrs. Bulwer-Eaton was clapping her puffy hands. And her diamonds were gleaming like mad.

"Author! Author!" cried the audience.

And, once again, Molly found herself on the stage, breathless and bowing.

She was wearing yellow to-night. Yellow tulle, with an enormous bow at the back, like the bustles of long ago. Over her shoulders she wore a spangled scarf of chiffon the colour of water-lily leaves.

Mrs. Bulwer-Eaton, against her crimson front, clasped a corolla of white orchids. With a quick movement, she snatched them from her gown, and threw them at Molly's feet.

Molly had meant to ignore Jack. But now she stooped for the orchids, and accepted them with a smiling nod.

Jack's face was as scarlet as his lady's gown. Molly was glad if he would burst a blood vessel. It would serve him right!

Afterward she had supper at the Exclusive Club with Mr. and Mrs. Durbin. And there they saw the morning papers.

On the front pages were the threats of the censors! They meant to close the show. To pack the theatre. To arrest the author and the producer and all the actors.

Molly's coffee cup clattered from her hand, and, breaking on the table, spilled its amber contents over the skirt of her lovely yellow frock.

But Mr. Durbin struck his knee with his hand, with a mighty slap. "Great!" he applauded.

"Great?" echoed Molly faintly.

She felt as she did that day in Pension White, when she opened the cable that told of Rita's death. Quite as if she were going to faint, and slide right under the table.

A waiter was trying to mop her lap. A bus boy came running with more serviettes. But she waved them away.

"Please. It doesn't matter."

She reached, instead, for a glass of water. It would be too awful to make a scene.

"Wonderful!" Mr. Durbin was saying. "The best break I've had in a long time."

"I think it's dreadful!" quavered Molly. "Perfectly dreadful!"

"But think of the advertising!" "What if they close us?"

"Close us?" he cried. "They can't close us. Maybe they can bring us to court, and maybe they can't. I doubt if they can. But anyhow we win. They can't put a legitimate endeavour out of business. There isn't a fair-minded judge in the state could find us guilty of presenting an obscene spectacle. We'll get a clean bill of health all right. Nobody but a bunch of fanatics could object to a play like 'Sacrifice.' But, meantime, while the thing is dragging—while they're trying to padlock us—think of the publicity we'll have!"

"I think it's awful," said Molly. "Imagine being accused of writing an obscene play!"

Then she thought of her mother. "Oh dear—oh dear!" she wept.

Mr. Durbin patted her shoulder. And Mrs. Durbin patted her hand. And they laughed at her sensibilities, and all her fears.

"But you don't know my mother," she cried. "This will just simply kill her."

"Oh, no, it won't," contradicted Mrs. Durbin gaily. "It will pay off the mortgage on the old farm."

It will buy mother a fur coat, and an electric refrigerator and a gas furnace."

"I told you you didn't know her," moaned Molly. "She wouldn't touch a blessed cent of my 'Delphine' money. Do you think she'd sell her fingers with 'Sacrifice's' filthy lucre?"

But Mr. Durbin was not particularly interested in the moral scruples of Mrs. Burnham.

"Read what the critics have to say," he advised. "It'll make you feel better."

He folded a paper at the dramatic page.

"There! Read that," he directed.

"Miss Molly Burnham, charming and youthful playwright, has scored another unprecedented success with 'Sacrifice,' an emotional drama in four acts."

"With rare understanding and delicacy Miss Burnham has drawn the love life of an emotional, highly-strung girl. In the throes of a tumultuous romance, the girl turns from her parents. But the lover, for whom she would sacrifice."

Molly threw the paper down. "The kick's all gone," she said. "It leaves me cold."

"You're all tired out," consoled Mrs. Durbin. "You're still a new hand at the game. You've got to be hard-boiled—haven't you, George?"

"You bet!" he agreed. "That's the trouble with you, Molly. You think you're hard-boiled. But you're not, really. What do you care about a few adjectives?"

"But I do," she moaned. "I care terribly."

"You're just afraid of your mother," he joked.

"No," she said. "It's not that. Maybe I'm foolish. But I do care what people say. I can't help it."

"I suppose it's weakness. After 'Delphine,' when they all said such lovely things, I was thrilled to death. Then Mother started finding fault. And it spoiled the fine edge. The beautiful glamour was gone. It wasn't because she was my mother. It was because she represented a certain provincial group who were going to think 'Delphine' was coarse, and crude, and not fit for nice people. That hurt me. Because I don't want to write things that anyone will think are vulgar."

"Idiot! Lots rather than people would think I was just a nice, every-day sort of person, with a nice, ordinary every-day mind. I don't want to be intellectual or hard-boiled, or anything of the sort."

The Durbins laughed, humoured their guest.

"You sound as though you were giving an interview for a religious weekly," declared Mr. Durbin.

"You can laugh all you want!" she flared. "But it's true—I'm nothing but a country girl. I'm Snodgrass, born and bred. My mother's a pillar of small town society. My father's the salt of the earth. No daughter of theirs could ever glory in a lot of cheap publicity. It simply goes against the grain. I'm provincial. And proud of it!"

"Hear! Hear!" applauded Mrs. Durbin. "Give this little girl a hand."

"I'm not putting on an act!" protested Molly. "I'm telling you the truth."

Durbin grinned happily. "It's good stuff anyhow," he approved. "Give it to the reporters. They'll eat it up."

Molly looked frightened. "That's right. There'll be more reporters around. Oh, Lord!"

"I've an idea!" proclaimed Mr. Durbin jubilantly. "We'll give a benefit matinee, and we'll turn the theatre over to the clubwomen. That will mean we'll have their endorsement. And the censors won't have a leg to stand on, if the mothers of young girls approve our show."

"Then we'll have an invitation performance for clergymen. You can give them a little speech from the stage, Molly."

"Count me out," instructed Molly. "I've had all I can stand now."

"Well, leave it to me," compromised Durbin. "I've a clever little press agent, and I'll let her manage it all."

"Maybe the papers will start an argument pro and con. Solicit the opinion of clubwomen. Educators. Reformers. It doesn't make any difference whether they can or not. We get the advertising anyhow, and it's publicity that money can't buy."

The little producer smiled happily. "You're a lucky girl, Molly," he pronounced. "Only you don't know it."

"Lucky," she thought, "with the censors calling me names—and Jack down front with a woman!"

She smiled politely, and admitted that maybe he was right.

Only she couldn't see it, not for a minute.

The next day, anxious to avoid reporters, Molly hurried back to Boston.

Little Rita, she discovered, had already twined herself around her heart. Each day Molly had telephoned from New York, for the joy of hearing that baby voice.

"Hello, Mama," Rita would say. "Oh, hello, darling. How are you?"

"I'm all right." Such a flutter, sweet little voice, with inflections like the trilling of a bird!

The child of her own accord, called Molly "Mama." At first Molly thought she ought not to allow it. It seemed like robbing Rita of something that belonged to her.

But, after all, you can't rob a dead woman. Besides, Rita wouldn't mind. She wanted—really wanted—her child to belong to Molly.

It was a little word—and it was beginning to mean more to Molly than any sound in the world.

Her first night home she permitted Rita to stay up late. For a special treat, they had their evening meal together in the drawing room. Rita had cambric tea and there was ice cream for dessert.

Later Bob dropped in. He greeted his daughter affectionately, and seemed surprised at finding Molly there.

"I thought you'd have to stay over in New York," he remarked, "with all that rumpus about your play."

"Oh, no," she said. "Mr. Durbin can take care of that. I didn't want to be mixed up in it."

"Mixed up!" he exclaimed. "You wrote the thing, didn't you?"

"But you didn't think I wanted to stand around, and let them throw dirt at me!"

Bob smiled disagreeably. "Don't pull that stuff on me," he admonished. "You may be a Simon-pure maiden to all the yokels in Snodgrass, but you're a darn smart young woman to me. That dirt's going to make you a pretty penny, isn't it?"

"I suppose so," she conceded.

"Well? That doesn't make you sore, does it?"

It was on the tip of her tongue to retort that she would need several pretty pennies to raise her daughter. But that would be stupid and pointless. If they quarrelled, Bob might take the child away. And that, she felt, would break her heart.

It was not until little Rita had kissed them goodnight, and gone to her fairy-tale bed, that Elsie Smith's name entered the conversation.

(To Be Continued.)

A number of well-known local artists will be taking part in a concert of Chamber Music which has been arranged by Mr. H. Ore for November 14, at 9.15 p.m., in the Cathedral Hall. Besides Mr. Ore those who have promised to take part are Mrs. D. J. Valentine and Mme. C. Bonenfant, Messrs. J. L. P. MacNair, C. Bonenfant and Li Chor-ehi. The proceeds will be devoted to the St. Peter's Church Young Men's Club.

CINEMA NOTES.

TALKIE FILM FOR NEXT WEDNESDAY.

"The Singing Fool," Al Jolson's motion picture, which is to be shown at the Queen's Theatre on Wednesday, is in the difficult position of following a phenomenal Jolson success, "The Jazz Singer." That it does not suffer by comparison is proof of the tremendous heart appeal of this story of the loves and losses, successes and failures, of a singing waiter o Broadway.

Jolson in "his own inimitable way" portrays the piercing joys and sorrows of the humble waiter, raising him to heights of beauty, and thrilling audiences as the unique king of jazz has always done, but never quite to the degree which his role in "The Singing Fool" makes possible. Davey Lee, the child who plays the part of the hero's little son, was chosen by the star himself from among almost two hundred applicants. The scenes between the father and son are tremendously moving, more so than any the present reviewer has witnessed on stage or screen.

"The Singing Fool" provides him with a story of universal appeal. First seen as a waiter in a New York cafe, in love with a beautiful entertainer, he later becomes owner of a pretentious night club and husband of the same faithless lady, who casts him into the depths of despair by deserting him and their little boy, for a stranger.

For the sake of the child he goes on, urged and aided by the pretty cigarette girl he had known in his less successful days. Then comes a call from his divorced wife—news that Sonny Boy is dangerously ill.

But no more of the thrilling story need be told. Suffice it to say that Jolson has never been quite so Jolsonian, never quite so tremendously appealing. The support is especially adequate, the photography is beautiful and Lloyd Bacon has done a masterly piece of directing.

You owe it to yourself to see Al Jolson in "The Singing Fool."

"The Masks of the Devil."

A graphic plumbing of human souls in the torment of love, and one of the most remarkable "dual-personality" narratives of all times is now being unveiled at the Queen's Theatre, where John Gilbert is starring in "The Masks of the Devil," a Metro-Goldwyn-Mayer production.

John Gilbert, master craftsman in the art of depicting the extreme human emotions, and Victor Seastorm, the Swedish genius who directed this dramatic cross-section of human souls, both achieve distinctive triumphs. The audience sits spellbound, watching from the "inside" the very operation of the human mind and heart.

Gilbert plays a wealthy dilettante with two natures, good and bad, contantly struggling with each other, as, psychologists say, human natures always do. By a unique trick in photography, the

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The health return of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parenthesis indicating deaths: Plague, Tamatave 1 (1), Alexandria 4 (3), Baghdad 1 (1), Pnom Penh 1 (1); Cholera, Calcutta 71 (41), Madras (1), Tuticorin 2 (1), Pnom Penh 23 (20), Swatow (6); Small-pox, Barbers 5 (1), Aden 1, Bombay 6 (3), Calcutta 1 (1), Cochín 18 (5), Madras 15 (1), Mouline 2 (1), Pondicherry (1), Samarinda 3.

two natures are reflected, alternately, on the face of the actor, and by superb action he makes the optical trick a masterpiece in delineation.

Gorgeous settings, showing Europe at its gayest, embellish the production, for the story takes place in gay, pleasure-loving Vienna of the present day and keeps up the atmosphere of the frantic quest for pleasure as pursued by the aristocracy of the Old World.

Star Theatre.

From actual prize ring history comes the opening incident of Warner Bros. production of "One Round Hogan" starring Monte Blue now showing at the Star Theatre.

Monte is seen in the title role as an aspiring young heavyweight who has acquired the habit of knocking his opponents out in the first round. The opening scene shows him as a beginner knocked out by his ex-champ father, who is teaching him all the tricks that brought him fame and fortune. James J. Jeffries appears in this role.

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Paid-Up Capital Guilder 80,000,000.

Reserve Fund Guilder 40,000,000.

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P. M. ELDEK, Manager.

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H. MORI, Manager.

Hongkong, 11th September, 1929.

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FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

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Hongkong, 13th September, 1927.

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	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Canada	Nov. 17	Nov. 19	Nov. 21	Nov. 23	Dec. 2
Empress of Russia	Nov. 27	Nov. 29	Dec. 1	Dec. 3	Dec. 14
Empress of Asia	Dec. 18	Dec. 21	Dec. 23	Dec. 25	Jan. 4
Empress of Japan	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Jan. 31
Empress of Canada	Feb. 12	Feb. 15	Feb. 18	Feb. 20	Mar. 1
Empress of Russia	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
Empress of Asia	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 4
Empress of Japan	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 26
Empress of Canada	Apr. 30	May 3	May 6	May 8	May 17
Empress of Russia	May 15	May 18	May 21	May 23	May 30
Empress of Asia	June 4	June 7	June 10	June 12	June 21
Empress of Japan	June 25	June 28	July 1	July 3	July 12
Empress of Canada	July 10	July 13	July 16	July 18	July 25
Empress of Russia	July 23	July 26	July 29	July 31	Aug. 8
Empress of Asia	Aug. 7	Aug. 10	Aug. 13	Aug. 15	Aug. 22
Empress of Japan	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 6
Empress of Canada	Sept. 10	Sept. 13	Sept. 16	Sept. 18	Sept. 26
Empress of Russia	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
Empress of Asia	Oct. 12	Oct. 15	Oct. 18	Oct. 20	Oct. 27
Empress of Japan	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Canada	Oct. 28	Nov. 1	Nov. 4	Nov. 6	Nov. 14
Empress of Russia	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 28

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Hongkong	Manila	Manila	Hongkong
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Nov. 21, 5 p.m.	Nov. 23	Nov. 23	Nov. 25

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PORTHOS	19th Nov.	ATHOS II	19th Nov.
CHENONCEAUX	3rd Dec.	D'ARTAGNAN	3rd Dec.
ATHOS II	17th Dec.	ANGERS	17th Dec.
D'ARTAGNAN	31st Dec.	SPHINX	31st Dec.
ANGERS	14th Jan.	G. METZINGER	14th Jan.
SPHINX	28th Jan.	ANDRE LEBON	28th Jan.
G. METZINGER	11th Feb.	PORTHOS	11th Feb.

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LOCAL RADIO.

BROADCAST PROGRAMME FOR TO-DAY.

Broadcast by Z.B.W. on 350 metres: 11.00-11.30 a.m. Commercial news, share reports etc. in Chinese and English.

12.00-1.00 p.m. Demonstration programme, (Chinese and European records). For use of the radio dealers.

1.48 p.m. Weather report.

7.48 p.m. Evening weather report.

9.00-10.30 p.m. Programme of European records (Victor and H. M. V. by courtesy of Messrs. S. Moutrie and Co., Ltd.).

"Chocolate Soldier," Vocal Gems, "Lilac Domino," Vocal Gems.

Light Opera Co. "The man who brings the sunshine," "The Smugglers."

Peter Dawson, Bass-Baritone. "Dreamin' Time."

"Sometime," Amelita Galli-Curci, Soprano. "The Storm."

Organ Solo, by Arthur Menlo. "A previous little thing called love," "That Monte Carlo Song."

Ann Penn, Comedienne. "From midnight till dawn," Johnny Marvin. "Banglow of dreams."

Crescent Trio. "For my baby," Jack Smith, Whispering Baritone. "There's a rickety rickety Shack," Duet with piano

"Narcissus," "Rustle of Spring," Piano Solos, Hans Barth. "The roast beef of England," "There's nothing over sixpence in the Store," Ernest Hastings, Humorous

"Old mail," "Tango," Argentine Tiple Orchestra "Mountain Lovers," "Nirvana," John Turner, Tenor, in English. "Said d'Amors," (Loves Greeting), "The Marie Song," Mark Weber and his Orchestra. "Star of the East," "The Garden of Allah," Peter Dawson, Bass-Baritone. "Serenade," (Schubert), "Serenade," (Rimsky), Victor Salon Orchestra. "Tannhauser," Pilgrim's Chorus, "Trovatore," Anvil Chorus, Victor Mixed Chorus.

10.30-11.30 Programme of Chinese records.

11.30 Close down.

To-Morrow's Programme.

10.55 a.m. Morning service relayed from St. John's Cathedral.

12 p.m. to 1 p.m. (Approx). Programme of Chinese records.

1.48 p.m. Weather report.

7.48 p.m. Evening weather report.

9.00 p.m. Evening programme, "Columbia," records supplied by courtesy of Messrs. the Anderson Music Company.

"Petite Suite," (Debussy), "Pellegrin," London Symphony Orchestra. "Serenade,"

Mayer Gordon, Violin Soloist. "Serenade," (Rossini), Milan Symphony Orchestra. "Perceuse," Chouva Sautier. "Gypsy Song,"

"Clarinete Concerto," "The Two Pigeons," Band of Garde Republicaine of France.

"Madrigals," "Czardas," Yvonne Curti, Violin Soloist. "Orphans in the Underworld," Lucerne Kursal Orchestra. "Trioletto," Selection, Band of H. M. Grenadier Guards. "Songs of the Hebrides," Kennedy, Fraser, "Nights of Fragrance," "Vienna Maidens," (Waltz), New Concert Orchestra.

10.30 p.m. Close down.

DOMINION STATUS DECLARATION.

CONTROVERSY ON VICEROY'S PROCLAMATION.

London, Nov. 1.

Lord Irwin's declaration regarding Dominion status for India is given a place of prominence in all the newspapers, whose comments are varied.

While The Times is of the opinion that the statement reveals no change of policy, the Morning Post professes bewilderment.

The Daily Telegraph believes that reference to the ultimate aim of British policy is unwise and unnecessary. Some newspapers assert that Mr. Baldwin at first approved the declaration but afterwards withdrew his approval under pressure of his colleagues.

It is also stated that all members of the Simon Commission are opposed to the declaration but the rumour that Sir John Simon contemplated tendering his resignation is authoritatively denied.

It is declared that there is every prospect of the difficulties being adjusted and that the Commission will continue its work.—Reuter.

Favourable Reception.

London, Nov. 1.

Commenting on Lord Irwin's statement, The Manchester Guardian says: "The good effect will be greatly enhanced by the sympathetic reiteration of the statement regarding British policy for India. The effect has been to unite the opinions of the political parties."

The Daily Herald states that Lord Irwin's declaration is identical with those reportedly affirmed by India's own political parties. It is a declaration of the first importance, clearer than the interpretation of policy laid down twelve years ago. But in the years following, there has been a tendency in some quarters to restrict the declaration. "These suspicions, today's declaration should sweep away once and for all. Definitely, Dominion status is declared to be the goal of British policy. There is complete unity of purpose. There can now be co-operation in achievement."—British Wireless.

Press Report Denied.

London, Nov. 1.

In the House of Commons, Mr. Baldwin said that his attention had been drawn to an article in today's Daily Mail stating that he pledged himself and his party to support Lord Irwin's scheme, and that a meeting of a Conservative "shadow" cabinet yesterday required him to write to Mr. MacDonald withdrawing his promise to support Indian home rule.

Mr. Baldwin said, "Every statement of fact, and every implication of fact, in that article is untrue (Ministerial cheers) and is gravely injurious to the public interest, not merely in this country but throughout the Empire."

He said he would make the whole position clear later.—Reuter.

Mr. Lloyd George Enquires.

London, Nov. 1.

In the House of Commons, Mr. Lloyd George asked whether the Simon Commission had been consulted with the Viceroy's statement relating to the constitutional status of India in the Empire, and if so, whether the Commission had concurred, and whether the passage indicates a change in the policy of previous Governments.

Col. Wedgwood Benn replied

BUILDING IN MACAO.

NEW HOUSES IN COLONY AND AT TAIPA ISLAND.

Macao, Oct. 30.

It is announced that in view of the great demand for the new buildings, recently built for the poorer classes at Macao and replacing the matcheds destroyed by fire last year, more houses will be built on the same site. Not only will houses be erected in Macao, but Taipa Island, across the outer harbour, is also to be used as a building site.

More than one application has been received of late for permission to establish factories at Taipa Island, evidently owing to the comparative cheapness of land, and it is felt that the construction of houses for the working classes will go a long way towards helping the labour situation at Taipa and will contribute to the establishment of new industries on this island.—Our Own Correspondent.

FLYING TRAGEDY.

CONDOLENCES OF ACTING GOVERNOR OF MACAO.

In connexion with the recent aviation accident in Hongkong harbour, in which Flying Officer Ward met his death, the following telegrams have been exchanged between the Acting Governor of Macao and the Governor of Hongkong.

To Governor, Hongkong: "I regret aviation disaster. I send sincere condolences in my own name and also in that of this country."

Acting Governor, Macao. To Acting Governor, Macao: "On behalf of this Colony and the Royal Air Force, I thank Your Excellency and the Colony of Macao very sincerely for your message of condolence."

Governor, Hongkong.

KOREAN PLOTTING.

RELATED DISCLOSURE OF COMMUNIST INTRIGUE.

Tokyo, Nov. 1.

The Press has been lifted from the Korean Communist intrigue, which was unearthed last year.

According to information now published, a group of Korean radicals in close touch with the Third International had been plotting since November, 1927, to overthrow the existing regime in Korea. Learning of this intrigue, the police, after careful preparation, carried out a peninsula-wide raid, and arrested a number of plotters.

As a result of preliminary investigations, thirty-two have thus far been indicted and will be committed for formal trial.—Reuter.

that the Simon Commission had not been consulted. The passage referred to was intended to set out the goal of British policy as stated in the Declaration of August, 1917. Questions of policy involving changes in substance or time cannot be considered until the Commission and the Indian Central Committee have reported, and until after a round table conference, which it is intended to summon.—Reuter.

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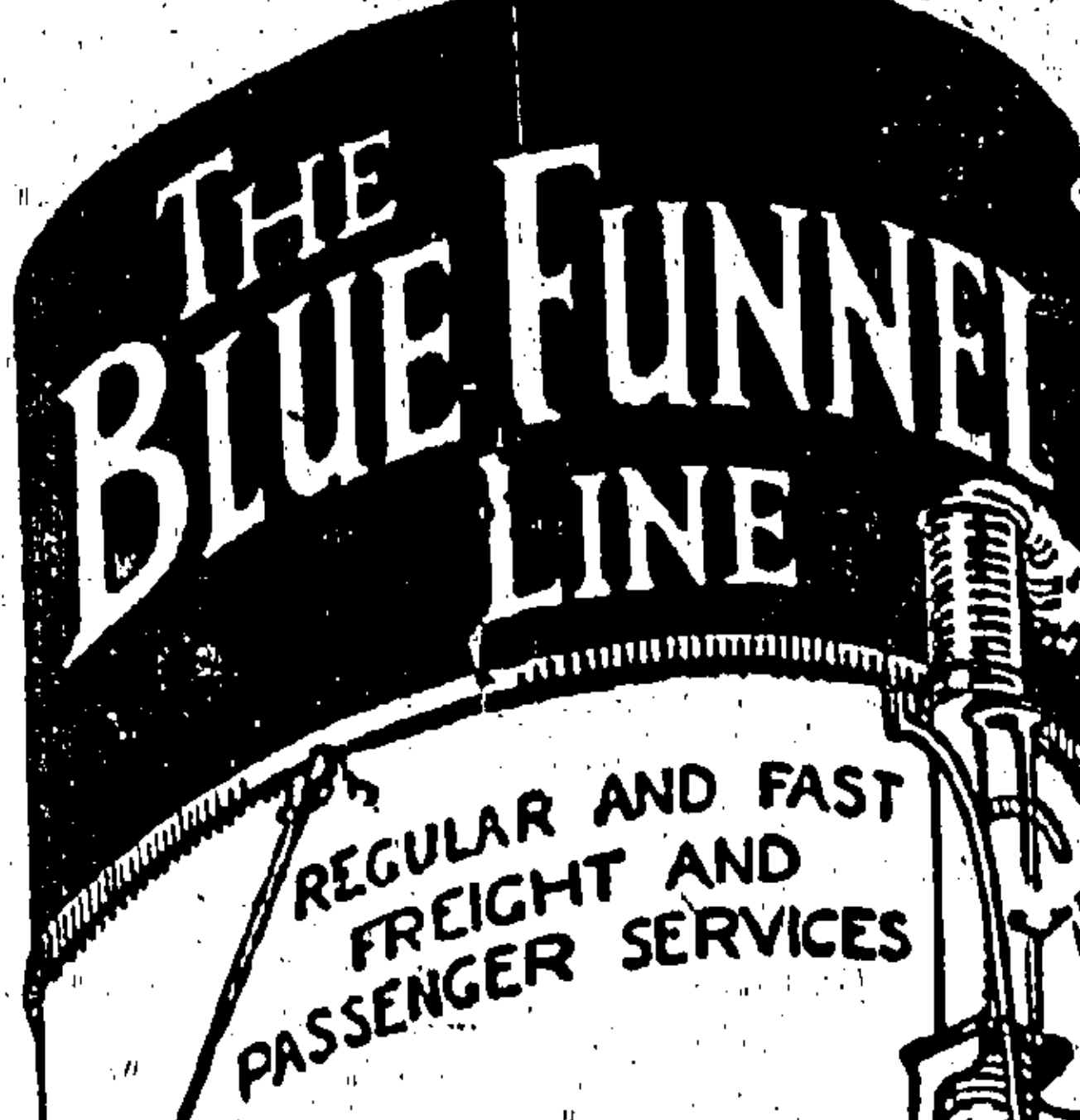
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"CYCLOPS" 20th Nov. Genoa, Havre, L'pool & G'gow

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Hongkong to New York 51 days.

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Iyo Maru ... Monday, 4th Nov.
Shidzuoka Maru ... Monday, 2nd Dec.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
Katori Maru ... Saturday, 2nd Nov.
Atsuta Maru ... Saturday, 16th Nov.

SYDNEY & MELBOURNE via Manila & Ports.
Kaga Maru ... Wednesday, 20th Nov.
Tango Maru ... Wednesday, 25th Dec.

BOMBAY via Singapore, Penang & Colombo.
Tamba Maru ... Monday, 11th Nov.
Tokio Maru ... Wednesday, 27th Nov.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Anyo Maru ... Sunday, 22nd Dec.

SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.
Wakasa Maru ... Friday, 6th Dec.

NEW YORK, BOSTON via Panama.
Tsuayama Maru ... Saturday, 9th Nov.
Asuka Maru ... Wednesday, 20th Nov.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
Toyooka Maru ... Friday, 15th Nov.

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Bengal Maru ... Friday, 8th Nov.
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Muran Maru (omit Shanghai) ... Monday, 4th Nov.
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TO OSAKA via AMOY, MOJI & KOBE	Hosang Namsang Yunsang	Sun. 10th Nov at 7 a.m. Wed. 27th Nov at 7 a.m. Tues. 3rd Dec at 7 a.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Kutsang	Tues. 19th Nov at 7 a.m.
TO SINGAPORE, PENANG & CALCUTTA	Suisang Kumsang	Tues. 5th Nov at 3 p.m. Satur. 16th Nov at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Thurs. 7th Nov at 10 a.m. Wed. 20th Nov at

CONSIGNEES' NOTICES.

THE EAST ASIATIC CO. LTD.
COPENHAGEN.

The Motor Vessel,
"MALAYA"

having arrived, consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co. Ltd., where delivery can be obtained as soon as the goods are landed. No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 8th November, 1929, 4 p.m. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Aho on the 6th November, 1929, at 10 a.m.

All claims against the vessel must be presented to the Underwriter before the 11th November, 1929, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by

JOHN MANNERS & CO. LTD.
Hongkong, 1st November, 1929.

AUDACIOUS ROBBERY.

RENT COLLECTOR LURED
INTO AN EMPTY HOUSE.

A daring robbery occurred yesterday afternoon about 3.30, when a Chinese rent collector employed by the Sincere Insurance Company of Des Voeux Road was victimised to the extent of more than \$800.

According to the report made to the police the man, Lo Shui-wah, was walking along Graham Street on his return after collecting rents from houses in the mid-levels. He was approached by two strangers who asked him to direct them to an empty house. No. 46, Graham Street, which was to let. The house being owned by the firm in which the rent collector works, the man was not suspicious and led the two men

CONSIGNEES' NOTICE.

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are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 31st October.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 6th November, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 20th Nov., or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.
Hongkong, 31st October, 1929.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
B E N C H. B E A C H. P E A C H.
P E A C E. P L A C E. P L A T E. S L A T E. S E A T S.

up to the second floor of the place.

Once inside the house, the two strangers suddenly produced revolvers and robbed the rent collector without difficulty, taking over \$800 in bank notes. They tied him with rope to a water-pipe before making off. After half an hour the victim succeeded in freeing himself.

AMERICAN EXTRALITY SUGGESTION.

A DIVERGENCE OF VIEWS
AT KYOTO.

Kyoto, Nov. 1.

The Pacific Relations Conference discussion began to-day of extraterritoriality, at the four round tables, comprising fifty delegates at each, representative of America, Canada, Britain, Australia, New Zealand, Japan, China and the Philippines, with observers representing Russia, France, the Netherlands and the League of Nations.

One round table included Lord Hailsham, president, Mr. David Yui, China's chief delegate, Mr. Fessenden, and the American delegation.

The proceedings, as is usual with round table discussions, were private, and in a subsequent verbal report given to pressmen no names of speakers were mentioned.

The subject was discussed in a friendly spirit, it being the desire of all sides to seek a rational method of tackling the problem. It was generally agreed on all sides that extraterritoriality was wrong in principle. The only question is, what procedure should be adopted in withdrawing it, this question including the conditions of withdrawal and how and when the withdrawal should take place.

Mr. Shotwell's Scheme.

Mr. Shotwell's scheme, a summary of which was published the other day, was generally dealt with. Many felt that both to the Chinese and the others it offered at least an approach to a solution. Some of the Chinese thought the introduction of foreign judges would not be inconsistent with Chinese sovereignty, for they would be officials of the Chinese Government.

Such delegates who were opposed to immediate abolition, which most Chinese delegates, if not all, wanted, did so on the ground stated in the American and British recent replies to the Chinese Note asking for abolition—namely, what is considered the unsatisfactory state of the Chinese courts. Also, some fears were expressed of unfair legislation penalising foreign interests, with the object of securing quickly much-needed funds.

Sheng Kum-pao Case.

The Sheng Kum-pao case in Shanghai was quoted as showing the political interference with the courts. Some of the Chinese delegates maintained that as Sheng's fortune was made "by corruption," the case was not a civil but a political one. It was replied to this that, according to such reasoning, it was easy for the executive to interfere in any civil suit by making the excuse that it was really not a civil but a political case.

Several suggestions were made by non-Chinese delegates regarding the composition of courts in places like Shanghai, if extraterritoriality were abolished. One was that a commission of jurists of the interested Powers might sit as a standing advisory commission, with two kinds of powers: firstly, to point out the imperfections and abuses in the Chinese system with the object of bringing pressure to bear, through Chinese public opinion, to get the abuses remedied; secondly, to propose, in an advisory capacity, necessary or desirable changes.

Boycott Question.

The Japanese introduced the question of the boycott, maintaining that it should be prohibited as an instrument of international policy.

One non-Chinese delegate said the Chinese Government law announced that it would be so used.

PREMIER RETURNS.

WELL SATISFIED WITH HIS MISSION.

London, Nov. 1.

Mr. Ramsay MacDonald arrived at Liverpool this morning, and made the following statement:

"My visit to the United States and Canada has given me great satisfaction. I sincerely believe the meeting and conversations with Mr. Hoover and other United States statesmen, have brought the two peoples much closer together, and enormously improved their mutual understanding. Also I am convinced it has paved the way for more effectual co-operation with the other Powers in the maintenance of peace. Strong in this conviction, I feel that thus far the purpose of my mission has been filled. The way is now clear for the next steps."

A Helpful Press.

Mr. MacDonald said the exchange of views with Mr. Mackenzie King, both on the United States mission and on Imperial affairs, had been most opportune and timely.

Mr. MacDonald declared:—"Throughout the visit I endeavoured the best I could to voice what I believed were the peaceful aspirations of the British people all over the Empire. Therein I met with nothing but the most welcome responses."

The Premier added that he was encouraged in his confidence by the fact that the Press in Britain, the United States and Canada had been almost uniformly favourable and helpful to the end he had in view.—*Reuter.*

Received by Mayor.

London, Nov. 1.
The Prime Minister when he arrived at Liverpool this morning was met by the Lord Mayor and the Dean of Derby. He left by special train for London.—*British Wireless.*

Welcomed to London.

Later.
An hour before Mr. MacDonald was due at Euston, a crowd assembled on the platform and approached. They rousingly welcomed the Prime Minister.

Although Parliament was sitting, most of the Cabinet Ministers were present. Mr. MacDonald shook hands with each. Some had to fight their way through the crowd to get near their chief. All had difficulty in reaching their motor-cars. When the Premier drove off he was cheered by immense crowds outside, and at Downing Street the ovation was renewed.—*Reuter.*

NEW MUNICIPALITY.

ALTERATION OF STATUS
IN CANTON.

Canton, Nov. 1.

With regard to altering the status of the Canton Municipal Council to a special district, a reporter, in order to find out what it implicated, yesterday paid a visit to the secretary, Mr. Yeung Kwan.

Mr. Yeung said that no date had yet been fixed for putting the matter into execution. The new organisation would be according to that announced by the Government last year, and all the regulations had been prepared. In fact all that was necessary was to increase slightly the number of official staff.—*Canton News Agency.*

There was a diversity of opinion among the Chinese delegates on the point.

This subject was not gone into at great length.—*Reuter.*

JAPANESE LABOUR PARTY.

RE-ESTABLISHMENT OF THE
RONOTO FACTION.

Tokyo, Nov. 1.

After several abortive attempts to re-create the Ronoto "Labour Farmer Party," which was compulsorily dissolved last year on the occasion of a country-wide round-up of radicals, a new party of the same name, composed of the remnants of the former organisation, but excluding the Communist elements, was formally inaugurated to-day, headed by Mr. Ikuo Oyama, who was president of its predecessor.

The revival of the Ronoto, which now forms the left wing of the proletarian movement, places three main proletarian parties in the political field, the other two being the Shokuminshuto, who are Social-Democrats forming the right bloc, and the Nihontaisuto, the Japan masses party, in the centre.

It is learned that the youth who attempted a direct appeal to the Emperor this morning wished to protest against the re-establishment of the Ronoto, which the reactionaries consider detrimental to the country's welfare, despite its modified platform. It is symptomatic of the changing times, however, that Mr. Ikuo Abe, leader of the Social-Democrats, who is known as the father of Japanese baseball, personally attended the Emperor at to-day's inter-Varsity baseball, and explained the finer points of the game to his Majesty.—*Reuter.*

SABOTAGE ON C.E.R.

RENEWED ACTIVITY BY
THE RUSSIANS.

Tokyo, Nov. 1.

A passenger train bound from Harbin to Peking yesterday was blown up near Taipinggong this morning, resulting in two deaths and several persons being injured.

"Red" terrorists are blamed for the outrage.—*Reuter.*

Aeroplanes Drop Bombs.

Harbin, Oct. 31.

A number of bombs were dropped by Soviet aeroplanes yesterday morning into Fukun village, killing outright four Chinese farmers working in the fields. Soviet troops resumed violent attacks on the Chinese in Tungkianghsien, resulting in the complete suspension of telegraphic communications between Tungkianghsien, Fukun and Harbin since yesterday morning.

Attack Threatened.

The Mukden Government is suggesting to the Foreign Office of the National Government a demand from the Soviet Government for cessation of warfare in Manchuria before negotiations be resumed for the settlement of the railway dispute. It appears that Mukden is perturbed over rumours of a coming concerted Soviet attack on Manchuria, Suihsien, Tungkianghsien and the River Amur.

Harbin, Nov. 1.

Fuchin was bombarded by six Soviet aeroplanes on October 30.—*Reuter.*



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Pr. Garfield Sun., Dec. 29, 6 a.m.
Pr. Polk ... Sun., Jan. 12, 6 a.m.

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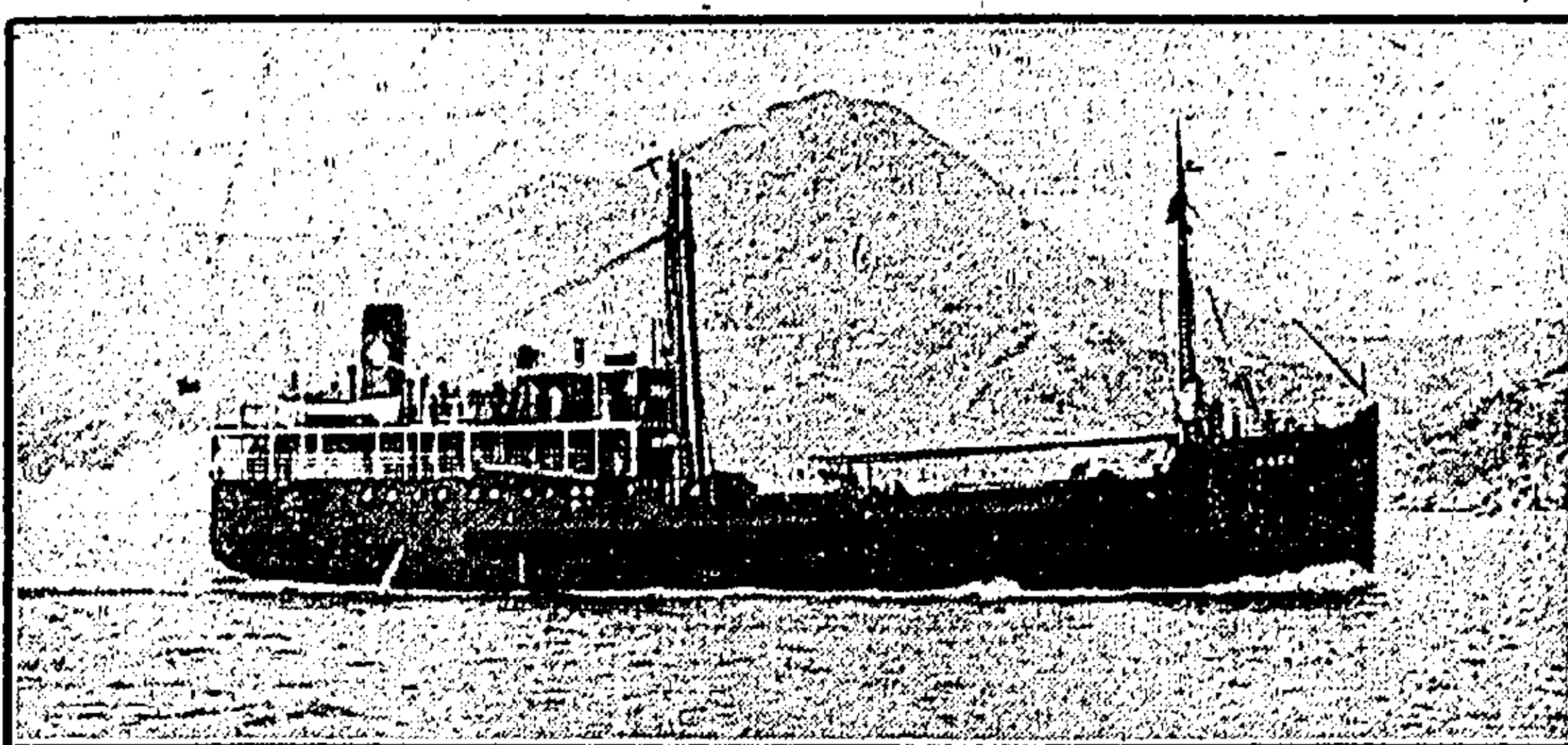
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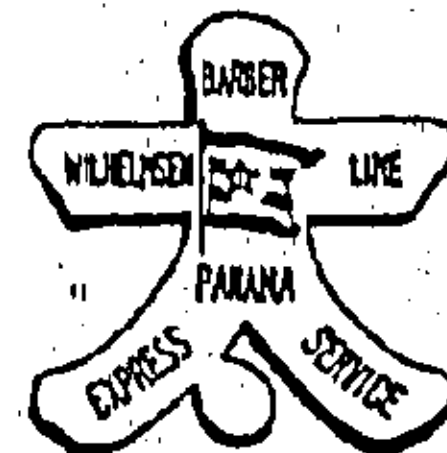
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TAKLIWA	7,935	13th Dec.	S'pore, Penang & Calcutta
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EUROPEAN ROBBED. HOUSE BURLED EARLY IN THE MORNING.

A haul of jewellery was made by an intruder who gained admittance to No. 4, Aimal Villas, the residence of Mr. J. A. Poynting, during the early hours of yesterday morning. In reporting the occurrence to the police, the complainant states that the burglary took place somewhere between 1 o'clock and 5.30 in the morning. Admission to the house was gained by climbing the water-pipe at the rear of the premises, and entering the bathroom window, which had been left open overnight.

Having successfully entered the house, the burglar made a haul to the total value of \$223 before decamping. Included in the loss was a camera and some jewellery. On discovery of the loss, about 5.30 a.m., the police were immediately informed and investigations were carried out. On inspecting the roof, three of the stolen articles, including a gold ring, a silver-plated jewel case and a string

of pearls, worth \$45, were found by the police on the roof of the servants' quarters of the adjoining house.

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BOTTLE THEFT FROM UNIVERSITY.

COOLIE GETS A MONTH'S IMPRISONMENT.

For stealing a bottle used for preservation purposes in the Anatomy Department of the Hongkong University, a coolie, employed at the University, was this morning sentenced by Mr. E. W. Hamilton at the Central Magistracy to one month's imprisonment.

Dr. John Anderson, of the Anatomy Department, spoke to seeing a marine hawk with the bottle in Queen's Road West. Upon being questioned, the man said he bought it from a coolie for 20 cents. Witness subsequently saw defendant at the University, where the hawk picked him out as the man who had sold him the bottle. He had other bottles in his possession.

In reply to the Magistrate, witness said that the bottles contained spirits. One of them contained alcohol.

Mr. Hamilton:—I suppose you mean a special sort of alcohol. Medicine alcohol?

Dr. Anderson replied that it was 90% strength and not quite the same as found in drinking spirits.

The marine hawk gave evidence of buying the bottle from defendant for 20 cents, and the police stated that seven similar bottles were discovered in accused's room.

The defendant said he pleaded guilty to the first charge of stealing, but not to that of receiving. He contended that the bottles were given to him two years ago by his superior at the University, and as he thought they were his own property, he sold one of them. The superior who gave him the bottles resigned a short time ago, and had since left the Colony.

Professor Finnigan, of the University, said that the defendant had been employed there as a coolie for the last four years. He stated as a gardener, but revealed an aptitude for shelf work. He was sorry that the man had lapsed, as he had been a really good coolie.

SWATOW REGION PERTURBED.

(Continued from Page 1.)

and the bad relations in most cases existing between them and the local Kuomintang branches, tend to the disintegration of authority. Of the districts around Swatow, the magistrate of Jiaopheng, as already reported, has been murdered by robbers after a daring attack on a local yamen.

The magistrate of Chaoyang has been removed from office in a curious way. Petitions against him were sent up to Canton, and on secret orders from Canton to the yamen guard he was arrested by his own men and taken to Swatow, where he lies in prison awaiting trial.

Government Difficult.

There is at the same time open agitation against the magistrate of Phoufeng, and meetings of people from the Kii-yang district convened in Swatow have been held to protest against the magistrate of Kii-yang.

In circumstances like these, government in the districts tends to be at a discount. More and more men of weight and character are avoiding public life, either as officials or as members of the Kuomintang, and the consequence is that the men who hold office are often unfit for their posts, and those who denounce them are moved not by concern for the public welfare, but the desire to get their opponents out of office.

The creation of a new civil service for the yamen staffs is already in the programme of the Central Government: it is not clear whether this includes the magistrates, since these are to be elective officials eventually. But that something must be done to raise the level of public life if the republic is to be set in order at all is clear: it is not clear, however, that the emphasis that Dr. Sun placed on the right of the people to recall their officials will prove to be a blessing to the state.—Our Own Correspondent.

The story of how an attempt on the life of the ex-Kaiser and the late King Leopold of the Belgians was averted on the occasion of Queen Victoria's funeral, is told by Herr Steinhauser, detective attached to the person of the former Kaiser, who is publishing his reminiscences.

He states that in conjunction with Inspector Melville, who was commissioned to guard King Edward, he detected the presence in London of three notorious nihilists who intended to make an attempt on the lives of the Kaiser and King Leopold.

Melville and himself, he states, arrested the three men. King Edward enjoined the strictest silence concerning the affair on both Melville and Steinhauser.

DOMINION STATUS FOR INDIA.

AN EX-VICEROY AMONG THE CRITICS.

INDIA NOW INTERESTED IN THE TIME FACTOR.

THE GOAL NO CLOSER.

London, Nov. 1.

A somewhat heated controversy, the cause of which is puzzling some circles, is developing from the Viceroy's Proclamation declaring that dominion status for India is the goal of the constitutional progress of that country.

The matter will probably be debated in the House of Lords on Tuesday next, on a motion by Earl Reading, himself an ex-Viceroy of India, seeking the reasons for the "extraordinary course" of making a statement without consulting the Simon Commission, and asking whether the statement implies a change of policy.—Reuter.

Liberal Query.

In the House of Commons today, Mr. Lloyd George, the Liberal leader, asked the Secretary for India whether the Statutory Commission on Indian Government was consulted with reference to the passage in the important statement made by the Viceroy of India yesterday, which relates to the constitutional state of India in the Empire; whether the Commission concurred; and whether that passage is intended to indicate any change, either in substance or in the point of time, in the policy announced by previous Governments.

Mr. Wedgwood Benn replied that the answer to the first part of the question was in the negative. It was due to the Statutory Commission that he should make it perfectly clear, they were not consulted. The second part of the question, therefore, did not arise.

Removing Doubts.

In view of the doubt which had been expressed both in Great Britain and India regarding the interpretation to be placed on the intentions of the British Government in enacting the Statute of 1919, the Viceroy had been authorised as the representative of His Majesty's Government to state clearly that in their judgment, it was implicit in the declaration of 1917 that the natural issue of India's constitutional progress as there contemplated was the attainment of dominion status.

Questions of policy involving changes, either in substance or time, could not be considered until the Statutory Commission and the Indian Central Committee had submitted their reports, and His Majesty's Government had been able, in consultation with the Government of India, to consider these matters in the light of all the material then available, and after the round table conference which it was intended to summon.—British Wireless.

No Time Limit.

The Nationalist organ, *Amrita Bazar Patrika*, declares that the total absence of any mention of the time limit in which Dominion status will be granted will act as a wet blanket on any, possible enthusiasm for the Viceroy's statement, though it makes it definitely clear that Dominion status is intended. The mere substitution of Dominion status for "responsible government" does not bring the goal an inch nearer.

The National Congress organ, the *Bombay Chronicle*, says that what India wants is not the declaration of its goal, but its immediate attainment.—Reuter.

SUBMARINES GOING HOME.

LEAVING WITH TITANIA TO-MORROW.

The Naval Authorities announce that H.M. Submarines E3, L15, L19, L20, L27 and L33 will sail for Home at 9.30 a.m. to-morrow.

H.M.S. Titania, mother ship to the submarines, will leave harbour at 10 a.m. for the United Kingdom.

TITANIA FAREWELL DANCE.

HAPPY GATHERING HELD LAST NIGHT.

To the Titania's Melodion Band, over two hundred couples danced and talked and smoked and sipped cunning little drinks at Messrs. Lane, Crawford's last night, on the occasion of the carnival farewell dance given by H.M.S. Titania on leaving the China Station. Fancy dress was optional, and many and varied wore the costumes, bizarre, humorous, and decorative.

Others were in ordinary evening kit, or in uniform, and this provided a pleasant contrast to the gay and flashing colours of the character costumes.

Dancing commenced at 8 p.m., and lasted until midnight, the music from the excellent Band being broadcast. Guests of honour were Engineer-Captain and Mrs. Aitkenhead, Commander and Mrs. Lockhart, Commander and Mrs. Woollerton, and Engineer Lieutenant Commander McCarton. These guests also took up the pleasant, if difficult, duty of judging the fancy dresses at the parade.

For the ladies, Engineer-Captain Aitkenhead, Commander Lockhart and Commander Woollerton decided that Miss Fell Field, as an Indian Squaw, was the most worthy of a prize. The judges of the gentlemen's costumes were Mrs. Aitkenhead, Mrs. Lockhart, Mrs. Woollerton and Mrs. Haslam. Their choice fell, appropriately enough, on A. B. Davey, who represented an eccentric figure "Homeward Bound."

The prizes were later presented by Mrs. Lockhart. A "spot-waltz" competition resulted in Mrs. Goddard and Mr. Freeman being the fortunate pair.

From start to finish the dance went with a merry swing, and beaming faces were the order, not only of those who are going Home, but of the many guests who enjoyed themselves well. Delightful refreshments were served up at the interval, and, on the conclusion of the dance, Auld Lang Syne was given the usual honours.

The Committee who had made such admirable arrangements for the comfort and enjoyment of all present included Commander McCarton, as Vice-President, Stoker P.O. W.J.P. Welch, as Secretary, whilst Members of the Committee were P. O. Hopkins, A. B. Amashore (an apt name, this), and Leading Stoker West, P. O. Welch performed the duties of M.C. with enthusiasm and confidence.

The broadcasting arrangements were carried out by means of two microphones in front of the band, connected to the amplifying equipment already installed in the Service Room of the restaurant, a relay thence to the Studio in the Post Office Buildings, and to the Peak by cable for transmission. Reception is stated by man listeners to have been excellent. Press news was broadcast during the interval, and Beethoven's Minuet in G was feelingly rendered by the violinist of the Melodion Band.

The fancy dress parade was also broadcast, but the announcer had some difficulty in doing this, owing to the number of guests who were so interested in the proceedings that they crowded around the microphone. At 11 p.m. the broadcast was switched off.

KUOMINCHUN LOSE HEISHIHKWAN.

(Continued from Page 1.)

hours on Wednesday. This morning the Nanking forces at Kwotien was reinforced and it seems probable that they will be able to repulse the Kuominchun in this direction.

Battle of Heishihkwan.

Heishihkwan, the neighbouring city to Kungshien, on the Lung-Hai Railway, was staunchly defended by the Kuominchun yesterday, but the Nanking forces at noon today succeeded in driving the Kuominchun out of the suburbs, according to General Tang Seng-chi's official dispatches. General Tang Seng-chi himself is understood to be somewhere near Hsuehchang directing the Nanking forces.

Other Nanking troops under General Hsu Yuen-yuen claimed victories over the Kuominchun rebels at Mongtsing and Teng-chang.

Miss Ruth Van Valey arrived here by the a.s. Katori Maru last evening, in preparation for the Company's season at the Star Theatre next week. Mr. Harry Bell, of the same Company, left today for Singapore.

Whilst working in the Kowloon docks yesterday, a Chinese, named Shick Mun, crushed his right hand between a steel plate and the stang, for which injuries he was treated at the Kwong Wah Hospital.

SEE and HEAR AL JOLSON

in
"THE SINGING FOOL"
Commencing Wednesday



THE MASKS OF THE DEVIL

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JOHN GILBERT

He wanted women—and he took them!

AT THE
QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 and 9.20.

LOVE, AMBITION, GREED—

and an Avenging Conscience.

See Lionel Barrymore in "THE BELLS."

CHADWICK PICTURES
CORPORATION
presents

Lionel Barrymore
in
"The BELLS"

Directed by
JAMES YOUNG



AT THE
WORLD FINAL SHOWING TO-DAY
Continuous Performance
From 1.15 to 11.15.

MONTE BLUE

in
"One Round Hogan"



AT THE
STAR FINAL SHOWINGS TO-DAY
At 2.30, 5.30 & 9.20.